

2002

Searsport 2002 Comprehensive Plan

Searsport (Me.) Comprehensive Plan Committee

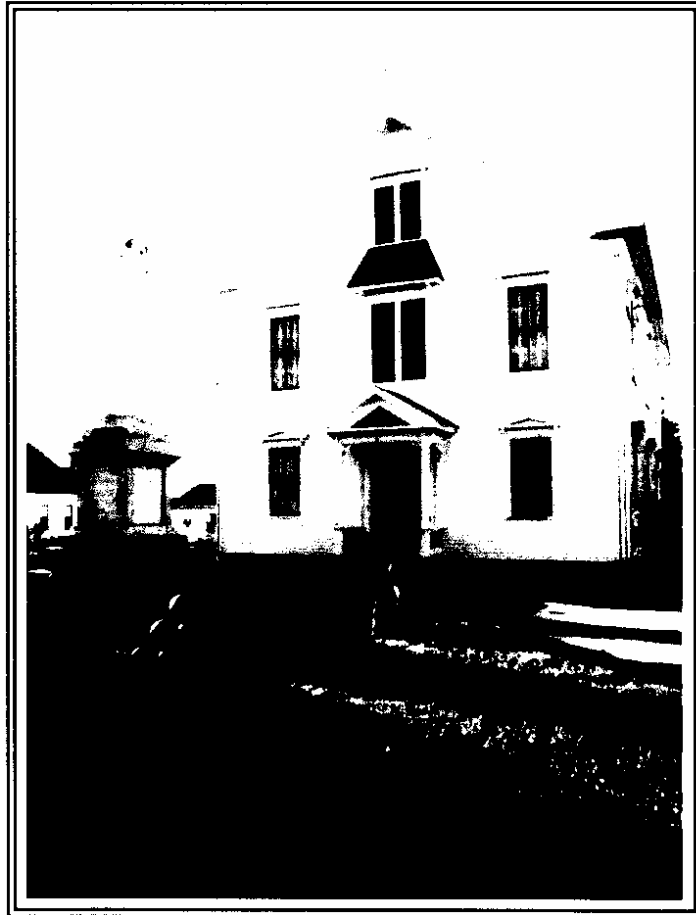
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Searsport 2002



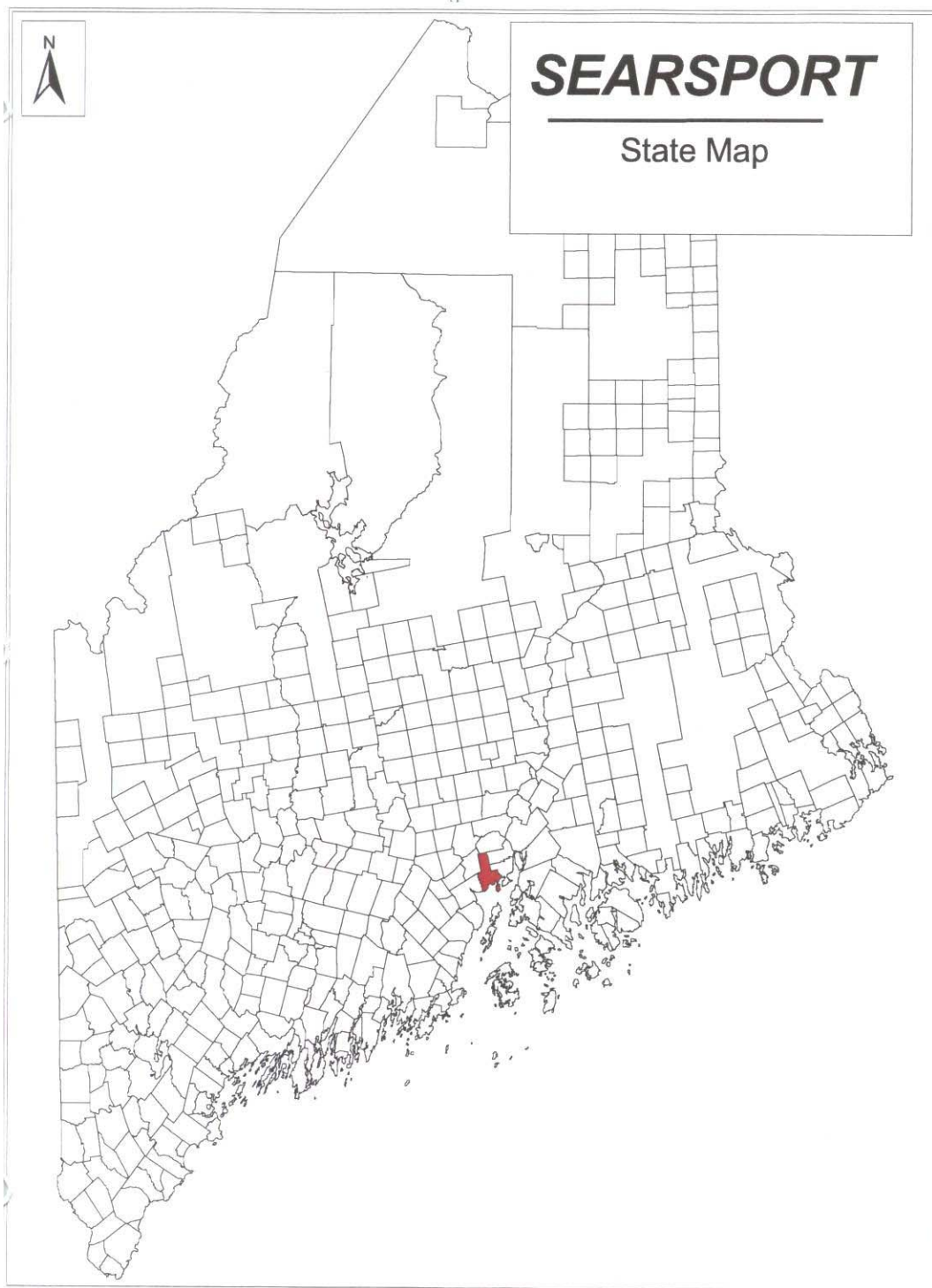
Comprehensive Plan

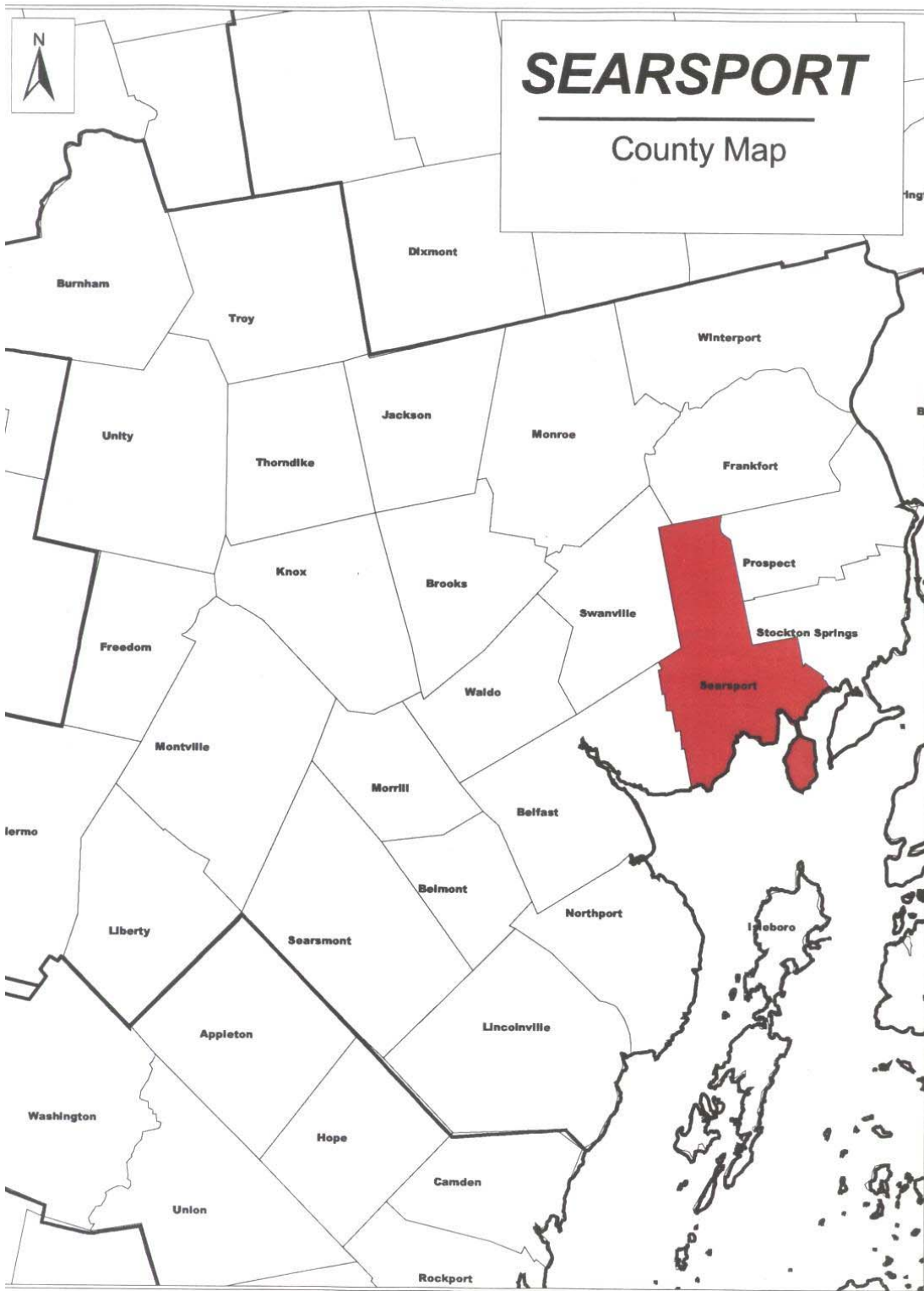
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Searsport Comprehensive Plan Committee

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During the economic “boom” of the eighties, the state of Maine experienced substantial growth, not only in our urban areas, but also in the outlying rural communities. This growth, which was a mix of industrial, commercial and residential, occurred in many communities which were not prepared to deal with the increased demands on municipal budgets or the environmental effects. In response to this growth and in an effort to reduce the impact on taxes, community character and our environment, the State of Maine Legislature enacted various land use laws that were intended to provide municipalities with the tools to prepare for future growth and development. The “Comprehensive Planning and Land Use Regulation Act” of 1988, which is frequently referred to as the “Growth Management Act” required municipalities throughout the State to adopt a Growth Management Program. The program end-products which consisted of a comprehensive plan and implemented land use ordinance, would provide the framework for municipalities to guide their future growth and development while still maintaining the character and identity of their community. Due to a period of decreasing state revenues and the onset of a deep recession, the program was amended by the Legislature to eliminate the mandatory aspect of the law; but many communities had already recognized the necessity of this program and continue today to achieve Growth Management’s goals.

A comprehensive plan is a document adopted by a local government and created by local people. This document is actually a map to the town’s future that guides the decision-making process regarding the community and the vision that the residents have for their future. The essential characteristic of the plan makes it comprehensive, general, and long-range. The plan is comprehensive since it encompasses all aspects of the community; general because the plan summarizes policies and implementation strategies but does not include detailed regulations, and long-range since the plan looks to the future to envision the problems and possibilities.

STATUTORY BASIS

Searsport’s Comprehensive Plan was developed pursuant to the statutory requirements of the Comprehensive Planning and Land Use Regulation Act of 1988 (MRSA Title 30, Section 4861, as amended). The adoption of the plan can assist Searsport in receiving preferential consideration when applying for federally or state funded grants that affect community development (MRSA Title 30-A, Section 4349).

PURPOSE

The purpose of this comprehensive plan is to provide the factual basis and policy framework for future planning, regulatory, and community development decision-making, in both the public and private sectors for the town. The plan is a valuable working instrument for the future growth and development of Searsport.

CONSULTANT

Penobscot Valley Council of Governments is pleased to assist the town with their comprehensive planning efforts and looks forward to a continued partnership with Searsport.

STATE GOALS AND COASTAL POLICIES

In order for the plan to be determined consistent with the Growth Management Act, it must address the 10 goals and 9 coastal policies of the statute. The following is a listing of the 10 goals.

- To encourage orderly growth and development in appropriate areas of each community, while protecting the state's rural character, making efficient use of public services and preventing development sprawl.
- To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.
- To promote an economic climate that increases job opportunities and overall economic well being.
- To encourage and promote affordable, decent housing opportunities for all Maine citizens.
- To protect the quality and manage the quantity of the state's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas.
- To protect the state's critical natural resources, including, without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas and unique natural areas.
- To protect the state's marine resources industry, ports, and harbors from incompatible development and to promote access to the shore for commercial fishermen and the public.
- To safeguard the state's agricultural and forest resources from development that threatens those resources.
- To preserve the state's historical and archaeological resources.
- To promote and protect the availability of outdoor recreation opportunities for all Maine citizens, including access to surface waters.

The following is a list of the state's 9 coastal policies:

- ◆ To promote the maintenance, development and revitalization of the state's ports and harbors for fishing, transportation and recreation.
- ◆ To manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the state's renewable marine resources.
- ◆ To support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources.
- ◆ To discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety.
- ◆ To encourage and support cooperative state and municipal management of coastal resources.
- ◆ To protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs.
- ◆ To expand the opportunities for outdoor recreation and encourage appropriate coastal tourist activities and development.
- ◆ To restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses.
- ◆ To restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast.

SCOPE

The comprehensive plan involves the following:

- Survey of existing and potential resources;
- Analysis of past, present, and future community trends;
- Development of policy proposals to abate, resolve or prevent local problems;
- Adoption and implementation of these policies by town officials and residents; and
- Continuous monitoring of the plan's policies and implementation strategies.

The comprehensive plan follows an established framework set forth by state agencies. Within that format, however, are the collective thoughts and actions of Searsport's residents that seek to anticipate future events and conditions. As such, the entire comprehensive plan must be considered a constant "work in progress". As a result, the town must periodically review the plan and update it to reflect needed changes in local policies and to incorporate updated information.

This comprehensive plan looks at local, as well as regional, issues that concern or affect the town of Searsport. This plan will guide the town over the next ten years, and provide a reasonable approach to land use regulation in preparing the town for future development while retaining or even enhancing the local quality of life.

This comprehensive plan examines the above mentioned available information, including inventory and analysis, local policies, implementation strategies and regional policy/coordination, through the following components:

- | | |
|--------------------------|----------------------------------|
| ▪ History | ▪ Recreation |
| ▪ Population | ▪ Transportation |
| ▪ Employment and Economy | ▪ Public Facilities and Services |
| ▪ Natural Resources | ▪ Fiscal Capacity |
| ▪ Housing | ▪ Land Use |

LIMITATIONS

This comprehensive plan has been assembled and compiled with the genuine intention that all of the data and information contained herein is reasonably accurate and correct. The information contained in this plan was gathered from the sources cited. Some of the sources were found to be more detailed and more recent than others. Where appropriate, future application of the information contained in this plan should be preceded by a check of the sources to see if additional or revised information is available. Most of the information contained in the plan is considered current enough and of sufficient detail to support the conclusions and recommendations offered. Note that while this compiled information forms a suitable foundation, the policy framework contained herein may not be appropriate for site specific decisions.

By Charlene Knox Farris – Native, Teacher and Local Historian

HISTORY

Searsport is a town of approximately twenty-nine square miles located nearly at the head of Penobscot Bay on the western shore, six miles from Belfast. Searsport was one of the towns formed out of the Old Frankfort Plantation of 1760, composed of parts of Prospect and East Belfast. The present day Mill Pond marks the half way point and was then known as Half Way Creek.

The East Belfast section was settled first, in 1770, followed later by settlements in the eastern Harbor District and the Mt. Ephraim area. The first settler was John Davidson who settled on what is now Moose Point State Park land. Four other original settlers in the Moose Point area were William McLaughlin, John Gilmore, John Durham and Samuel Houston, Sr., all from Londonderry, New Hampshire, and all investors in the original incorporation of Belfast. Richard Stimpson, who was the first surveyor of what is now Route One from Thomaston to Stockton Springs, was the first to settle in the Mt. Ephraim area. Peleg Pendleton was the first settler in the Harbor District and James Nichols was the first to settle at the shore, present day Navy Street, where the village of Searsport has since risen.

At the time of the American Revolution there were 23 families, about 100 people, in this area. With the closing of the British Fort Penal, provisions were scarce. In 1779, rather than take the oath of allegiance to the King of England, most people left the area and went to stay with relatives in other parts of Maine or in New Hampshire. Some young men, like Samuel Houston, Jr., went to join the Continental Army at Cambridge. Houston was chosen to be a member of General George Washington's Life Guard and served with Washington at most of the major battles of the war, attaining the rank of captain.

After the war, some of the original settlers returned to find their homes burned by the British. Samuel Houston, Sr., was the first to rebuild his home, circa 1783. Located on the north side of Route one, one half mile west of Moose Point, it stands today, Searsport's oldest house.

With the growth of shipbuilding and trade, the village of West Prospect began to grow. By the 1840's there was talk of organizing a new town. Accordingly the people of West Prospect and East Belfast petitioned the Maine Legislature to be set off as a separate town. As a result, the Legislature incorporated the town of Searsport with a population of 2,208, on February 13, 1845.

The first town meeting was held on March 3, 1845, in the vestry of the Methodist Church with John Pendleton as moderator and the Rev. Stephen Thurston as chaplain. The selectperson included Andrew Leach, Shepard Blanchard and Otis Black. Although the name Maineport had been originally suggested for the new town, the citizens requested that their community be named in honor of David Sears. Sears was a wealthy Boston China merchant and owner of Brigadiers Island, now Sears Island. The citizens had hoped to establish a relationship with Sears that would prove profitable to the town in the future and Sears, in consideration of the compliment, sent the new town \$1,000 to construct a town hall.

The building was built of brick on the hill near the Congregational Church. Serving as a town meeting place until 1905, it later became a jail, housed recruits during the Civil War and is presently part of the Penobscot Marine Museum. Unfortunately, David Sears was not pleased with the building. "Powder-house" he snorted after inspecting it and strode away, never giving the town another cent of his money.

Actual records of the early days of Searsport are scarce, mostly found in ships' logs. Early industry in the town included an iron foundry, several brickyards, a spool mill and a sash and blind factory. Between 1810-1890, Searsport entered its glory days, attaining a population of 2,533 by 1860, boasting 11 shipyards and producing more than 200 ships of different rigs. Related industries such as sail making, lumbering, black smithing and carpentry flourished. Cooper shops became a major industry producing barrel containers for ship cargoes and later for the fertilizer produced in the local fertilizer companies. Searsport became the home of more than one-tenth of the deep-water captains in the U.S. Merchant Marine. It actually produced more shipmasters than any other town of its size in the world, nearly 300, many becoming masters at the age of 21. Searsport ships were built and mastered by Searsport men who "rounded the Horn" and sailed the Southern Seas to India and China. They built many large, fine homes and furnished them with treasures from foreign lands. Today many of these homes are Bed and Breakfast Inns and the treasures are on display in the town's Penobscot Marine Museum, a facility presently numbering 13 buildings that was incorporated in 1936.

Sears Island, situated south east of the town and providing a sheltered harbor, was once called Brigadiers Island for General Samuel Waldo who was in possession of much of this area following the French and Indian War in 1760. The Sears family purchased the island from Waldo's granddaughter, Mrs. General Henry Knox, and built a mansion there in 1853 that burned in 1893. Later a stand of farm buildings was erected on the same site. No buildings have stood on the island for many years.

At low water a natural causeway (sandbar) connected the island to the main land. In 1988 a permanent causeway was constructed at this site with an eye to future island development of a cargo port which, as of this time, has not occurred. Currently Sears Island is under the control of the State of Maine Department of Transportation.

From the early 1800's to the 1920's, the Boston and Bangor Division of the Eastern Steamship Lines, Inc., maintained and staffed docking facilities at the end of Steamboat Avenue, carrying passengers and freight. The "Boston Boats" exerted a profound influence over the development of Searsport. Calling twice daily, the old side wheelers were a familiar sight until around 1920 when the service to Searsport was cut to twice weekly and then discontinued.

In 1903 an agent for the Bangor and Aroostook Railroad began buying small farms and land on the harbor side of Route One in Stockton Springs and Searsport. A charter was granted and the B & A extended its line from LaGrange to Searsport in 1905. The Bangor Investment Company bought Sears Island and acquired all the shorefront.

With the advent of the railroad, the Penobscot Coal and Wharf Company established one of the largest and best-equipped coal pockets and dock facilities this side of New York. It handled a quarter of a million tons of coal yearly and has continued to flourish as Sprague Energy.

In 1907 the American Agricultural Chemical Company built a large fertilizer plant and pier in Searsport. In 1909 the Hubbard Fertilizer Company (later Armour) was established. It was razed in 1960. The Summers Fertilizer Company erected a plant in 1919 on Kidder's Point. Northern Chemical Industries built a large plant in 1944 and added the anhydrous ammonia plant in 1956 which was shut down in 1967 when it was purchased by WR Grace. Delta Chemical purchased the property in 1970 which was then taken over in 1994 by General Alum and Chemical Corporation. In 1960 the Checkerboard Company built a bulk feed distributing warehouse on the site of the old AAC plant which was razed in 1956. In 1925 a new B & A pier was built and the shipping of potatoes, newsprint and many other commodities boosted the economy and made Searsport one of the most important ports on the east coast.

The Shell Oil Company established a marine terminal with the construction of seven storage tanks in 1951. In 1952 the U.S. Government opened a large military petroleum storage facility from which pipelines serviced Limestone and Bangor's Dow Air Force bases.

At the time of town incorporation in 1845 there were two rows of frame buildings consisting of shops and homes in Searsport village. The first of the "brick blocks", known as the Leach Block, was built in 1836 to the right of Mt. Ephraim Road. On the south side of Main Street the Merithew Block was built in 1847 and at one time housed Searsport's first bank. In 1853 the three-story Smart Building was built on the westerly corner of Mt. Ephraim Road and Main. During the next three decades most of the other brick structures in town were erected. The last was the Old Merrill Trust Bank, which, in 1891, replaced the Ellis grocery and dry goods shop on the easterly corner of Mosman and Main Streets.

Most imposing in downtown, perhaps, was the Searsport House on the westerly corner of Main and Water Streets where today stands the Searsport Drug Store. Built in the spring of 1831 by William Ritchie as a dwelling, the building was sold a few years later to John Beals who opened it as an inn called the Beals' Tavern. Successive owners altered and enlarged the structure until in 1873 it was three stories tall, the largest hotel ever in Searsport and one of the finest summer hotels in the state. The Searsport House burned on October 21, 1893, and was rebuilt in 1895. Operated until the late 1930's, it became unoccupied and was torn down in 1943.

The Mosman Memorial Park Association was formed in 1922 and the ocean front park property was purchased by subscription from the Mosman heirs. The park stands on a 4-acre plot of land on the shore front lying between Leach and Water Streets. It was dedicated in 1923 to the memory of the veterans of World War I. The Memorial Rock for the park plaque was brought from Swan Lake.

Into the early thirties, two trains ran daily from Northern Maine Junction to Searsport carrying passengers, mail and freight. Penobscot Park was developed as a recreation center on the point near Sears Island and enjoyed ten years of prosperity, the B & A, running excursion trains from Bangor and points north to accommodate the crowds who wanted to enjoy the cool ocean breezes and sea food. A bandstand, large dance pavilion and dining hall were among the buildings erected. Today none of these buildings remain.

The New England Telephone and Telegraph Company came into Searsport in 1900 with 16 subscribers from a total town population of 1,349. The system went "Dial" in 1957 with 329 subscribers.

The source of the Searsport water supply for many years was Half Moon Pond about seven miles from the town's village in North Searsport. In 1906 the Searsport Water Company was formed and water was purchased from the Stockton Springs Water Company, running by gravity feed to a reservoir on Prospect Street. With increased demand for water, pumping stations were added. In 1948 a Water District was formed and Searsport bought the existing lines. In 1995 the town converted to a ground water supply on the town line between Stockton Springs and Prospect. Some 350-400,000 gallons of water are used daily. Half Moon Pond has become an alternate back up source.

In 1988 the town of Searsport built a plant and put in a sewer collection system known as the Searsport Waste Water Division. The system extends from Savage Road to Navy Street (Irving Mainway Restaurant) and has 6.9 miles of collection pipes.

The first church building in Searsport was built in the Harbor District, now known as the Second Congregational Church, in 1819. The second, now called the First Congregational Church, was built in the village in 1834. The third church in town was the Methodist built in 1842. Around 1850 a Baptist Chapel was built at the easterly corner of Main and Water Streets. It was in use for more than twenty-five years, converted to a garage and finally razed. The Full Gospel Church began early in this century and acquired its present home in the three-story building once occupied by the Lane and Nickerson store and Masonic Lodge. During World War II the cupola on the roof was used as an observation post for civil defense. In 1964 this building underwent extensive repairs and the top floor and cupola were removed. The Searsport Baptist Church was built in 1988 on Prospect Street.

The early school system was made up of many rural one-room schools including two in the North Searsport area. The Nichols District had a two story brick building, later replaced by a one story wooden building in 1919 which was razed in 1964. Searsport had a girls academy in 1882. An early school was housed in the Harbor Church. Crowded conditions in the 1920's caused classes to be held upstairs in the firehouse as well as on the first floor of the Union Hall. The Harbor School was the last rural school to close (in 1951). The Brick School on Mt. Ephraim Road was built in 1865 and used for elementary through high school classes at first. In 1930 the Central School was built on Mortland Road for primary classes.

The High School was built in 1952 with a brick addition nearly doubling the existing space in 1964. The former Searsport Elementary School, now the Middle School, and the Memorial Gymnasium were built in 1961. The present Searsport Elementary School was built in 1991.

The Civil War Soldiers' Monument was erected in 1870 on a triangle of land at a point just north of Main Street where Mt. Ephraim and Goodell Streets came together. In 1896, the monument was dismantled and moved down town to be placed in front of the new lodge hall built by the Masons and the Odd Fellows which had a memorial room on the first floor for the local G.A.R.

(Grand Army of the Republic), a Civil War Veterans group. At that time the two marble tablets inscribed with the names of 17 Searsport soldiers who died in the Civil War were turned inward and the monument reassembled. Local legend says that this was done because one of the tablets had accidentally been engraved with the name of a living man. That man had paid a volunteer to fight in his place and the volunteer had been killed; yet the living man's name had been put on the marble tablet. This error caused so much embarrassment, says the legend, that it was decided to hide all names from view for one hundred years, or until no living person would remember which was the offending name. On July 4, 1990, thanks to a community effort spearheaded by a local teacher, Charlene Knox Farris, and Masonic officer, Stanley Schofield, the Soldiers Monument was rededicated and the marble tablets once more reversed so that the names of the Civil War dead could again be seen.

The first public library was on the second floor of the brick building known as the Pendleton Block on Main Street, the second building east of Mt. Ephraim Road. It opened in 1871 with a collection of books left to the town by David Sears. In 1909 the Carver Memorial Library was built by the family of Captain George Carver in his memory from field stones taken from the Carver Farm on U.S. Route One, the same land on which Moose Point State Park now stands. In 1999 an addition was completed giving the library much needed space and handicapped accessibility.

The first town post office was in West Prospect in 1819 and was moved to Searsport village in 1846. A post office was established in the Harbor District (called Park from the families of that name) in 1896 and was discontinued in 1914. The village post office was located in the Merithew Block, now the home of the Searsport Historical Society, until it was moved to its present site on Water Street in 1961.

The old Searsport National Bank was chartered in 1853, and under the existing state banking law of that time was permitted to issue its own currency which was accepted locally and in nearby towns. In 1891 the Searsport National Bank moved to its new location on the easterly corner of Mosman Street. It closed following the stock market crash of 1929. The Merrill Trust Company of Bangor took over the assets of the old bank and opened in the spring of 1931. In 1976 Heritage Bank, now Peoples, opened on the easterly corner of Pike Avenue and in 1979 the Merrill Trust Company, then Fleet, and now Bangor Savings Bank, opened a new office on the corner of Water Street.

In 1854, the town of Searsport organized the Penobscot Engine Company Number 1. In 1933 it was reorganized as the Barney Hose Company in honor of W.O. Barney, one of its early members. A fire station was built on Reservoir Street in 1877 and one in North Searsport in 1956. In 1998 the town opened its new Public Safety Building which houses the town ambulance, police and fire departments. The building was dedicated to the memory of Daniel C. Rich, a long time and well-respected Searsport volunteer firefighter and fire chief.

Union Hall, built in 1863, served as a community building, school and gymnasium until 1961. In 1964 the downstairs was remodeled into town offices which included the Water District Office, conference room, storage and polling space. Currently the town is involved in renovations to Union Hall including the theater on the second floor and handicapped accessibility.

Throughout its history, the town of Searsport has always been connected to the sea, building ships, sailing ships and receiving ship's cargo. Today Searsport's deep-water harbor allows large freighters to come in and out on a weekly basis. And even though David Sears, for whom the town was named, may not have become the generous patron that our founding fathers hoped, the name has served us well, being, as far as anyone knows, the only town named Searsport in the entire world.

HISTORIC BUILDINGS

The Maine Historic Preservation Commission maintains an inventory of important sites including buildings or sites on the National Registry of Historic Places (NRHP). Map B-1, found at the end of this section locates many of these structures. The following sites are currently listed in the National Register of Historic Places for Searsport:

1. Penobscot Marine Museum Historic District
2. Searsport Historic District
3. Captain John Nichols House, East Main Street
4. Captain John McGilvery House, East Main Street
5. Captain William McGilvery House, East Main Street
6. Union Hall, 3 Reservoir Street
7. Mortland Family Farm, Mortland Road
8. East Main Street Historic District
9. Union School, Mt. Ephraim Road
10. Carver Memorial Library, corner of Union and Mortland Streets.

Cemeteries are also a cultural resource providing insight into the history of the community. An inventory of Searsport's cemeteries are listed below:

1. Gordon Cemetery
2. Evergreen Cemetery
3. Bowditch Cemetery
4. Merithew Cemetery
5. Village Cemetery
6. Elmwood Cemetery
7. Mt. Hope Cemetery (Private Association)

HISTORIC PRESERVATION TAX INCENTIVE PROGRAM

The Maine Historic Preservation Commission participates in the National Park Service's Historic Preservation Tax Incentives Program, a voluntary program designed to encourage the rehabilitation of income-producing historic buildings. Rehabilitation investment provides a place for today's real estate market for historic buildings, thereby guaranteeing their continued use and contribution to an area's economic vitality.

Starting tax year 2000, a Maine state taxpayer is allowed a state credit equal to the amount of the federal credit claimed by the taxpayer under section 47 of the Internal Revenue Code for rehabilitation of certified historic structures located in Maine.

Several hundred properties in both rural and urban communities from York to Presque Isle have benefited from this program. To qualify for the twenty percent rehabilitation credit, a building must be a certified historic structure, meaning one that is listed individually in the National Register of Historic Places or that is located in a registered historic district and contributes to the historical significance of the district. For a building to qualify for the historic preservation credit, the National Park Service must certify that the building's rehabilitation meets the Secretary of the Interior's Standards for Rehabilitation. Interested applicants are encouraged to file applications before work begins so that plans may be modified if necessary.

Among the kinds of activities funded are the following: architectural, historical, archeological surveys; nominations to the National Register of Historic Places; staff work for historic preservation commissions; design guidelines and preservation plans; public outreach materials such as publications, videos, exhibits, and brochures; training for commission members and staff; and rehabilitation or restoration of National Register-listed properties. All funding is dependent upon legislative appropriation.

ARCHAEOLOGICAL SITES

There are seven known prehistoric archaeological sites located within Searsport, according to Arthur Spiess of the Maine Historic Preservation Commission. All of these sites are located within the coastal zone. The north end of Sears Island is archaeologically sensitive but the Mosman Park site was determined not to be significant. The unsurveyed coastal zone is archaeologically sensitive, as are the shorelines of interior lakes. Included in these areas are the shoreland zones around Swan Lake, Halfmoon, Cain's and McClure's Ponds and the wetland areas between Cain's and McClure's Ponds, the coastal shoreland zones, from the Stockton Spring's town line to the General Alum and Chemical property, from the Trundy Road to the eastern edge of Mosman Park and from approximately the Savage Road to the eastern edge of Moose Point State Park.

HISTORIC PRESERVATION ORGANIZATIONS

The town of Searsport has a Historical Society that is not part of municipal government. This organization is a private entity that seeks to protect and preserve items of historical significance to the town's history.

As this plan was being compiled by the Comprehensive Planning Committee, Searsport's municipal leaders recognized that the town needed to play a more active role in the preservation of items of historical significance. During that time, Searsport's selectpersons created a Historic Preservation Committee and appointed members. The Historic Preservation Committee now serves as an advisory board to the selectpersons and is working to establish a Mission Statement and the framework for a historic preservation ordinance. This committee and its responsibilities are further described in the Implementation and Summary portions of this section.

THREATS TO EXISTING SITES

Historic Buildings The historic buildings that have been identified above are not protected within the provisions of the existing land use regulations. The recent renovations within the historic district are an indication that historic buildings are currently inadequately protected. Without the proper ordinances being in place, the loss or conversion of the remaining buildings is possible.

Section B

Historical and Archaeological Resources

Archaeological Sites

The locations of the above referenced archaeological sites are protected under Shoreland Zoning and Flood Plain Management Ordinance provisions that have been adopted by the town.

POLICIES

In order to preserve the state's historic and archaeological resources from development that could threaten those resources, the town of Searsport has developed the following policies:

1. The selectpersons will utilize the Historic Preservation Committee, as an advisory board, and the Searsport Historical Society as a resource and repository for artifacts.
2. Establish a process by which artifacts and historical documents are to be handled and maintained once donated.
3. Goals for the protection and preservation of archaeological and historic sites will be developed.
4. Awareness of historic structures, artifacts and shipwreck sites will be promoted.
5. Potential areas and artifacts of historical and archaeological significance should be documented, and historical and archaeological sites and artifacts should be monitored to ensure their protection and preservation.
6. A historic "district" will be created to include properties currently listed on the National register of Historic Places with a view to long-term preservation of these structures.
7. The Historic Preservation Committee will develop guidelines for renovating and maintaining properties within the Historic District and will review significant alterations proposed for the of National Register properties.
8. Identify additional historic and archaeological resources not yet identified by state and federal agencies.
9. Increase resident's awareness of available funds for historic preservation.

IMPLEMENTATION

In order to implement the policies above, the following strategies will be undertaken:

The Historic Preservation Committee serves as an advisory board to the selectpersons. A "Mission Statement" will be established to guide the town in protecting and preserving the town's rich heritage. Attempts will be made to inventory the artifacts that are in existence. Any information will be compiled and stored at the Historical Society and will contain an inventory of the type of artifact or site and the owner's name. This information can then be given out to raise awareness of the town's rich historical past. The Historic Preservation Committee will develop guidelines and will determine the specific threshold that will trigger their review of the structure's alteration. These guidelines and procedures will be taken to public hearing and will be approved by the selectpersons. It is envisioned that the town will begin voluntary compliance and upgrade to a mandatory ordinance that will be enacted at town meeting if voluntary compliance is not effective in preserving the essential historic elements of these structures.

The Historic Preservation Committee will inventory potential sites that may be considered historic or archaeologically significant. A map will be developed to identify potential sites. It will be the responsibility of the committee to revise and update this map periodically when appropriate.

Section B

Historical and Archaeological Resources

The town manager will apply for funding from the Maine Historic Preservation Commission (MHPC) or other resources to conduct a historic and archaeological resource survey and will raise resident's awareness of available funds and tax incentives for historic preservation through placement of information at the town office.

This committee will also play an active role in assisting the planning board in the development of land use controls to ensure protection and preservation of newly discovered historic and archaeological resources as excavation for new development occurs. The town of Searsport is willing to work regionally in the protection of shared resources along common borders. The town and the Historic Preservation Committee will work in cooperation with the state of Maine to preserve any of the identified archaeological and historical resources within the town.

The town office will make historic preservation information available to the general public, including the Historic Preservation Tax Incentive Program.

SUMMARY

The town of Searsport has a Historic Preservation Committee, which, with the help of the Historical Society, preserves existing historical and archaeological artifacts. These artifacts will be protected and preserved for future generations under the guidelines of a policy formed for that purpose. The committee will work with the planning board when development is proposed within one of these significant areas to minimize the adverse effect on these historic or archaeological sites.

On-going: The town will encourage the historical society to welcome and accept any and all artifacts and historic documents and to continue to preserve and protect these items.

Immediate: *(To be accomplished within two years)*
The town has recently appointed the Historic Preservation Committee to oversee significant historic and archaeological resources. The committee will act as an advisory board to the selectpersons, and will work to secure funding for the cause and will establish guidelines for protecting buildings listed on the National Historic Register. The committee will meet and attempt to document and to inventory all available historic and archaeological artifacts and ensure their preservation. The town manager will seek funds from MHPC and other sources for additional inventorying of historic and archaeological resources.

Information regarding historic preservation including the Historic Preservation Tax Incentive Program will be made available to the public at the town office.

Long-term: *(To be accomplished within five to ten years)*
A Mission Statement for the Historic Preservation Committee will be established to promote the protection and preservation of historic and archaeological items.

The Historic Preservation Committee will develop a map of potential historic and archaeological resources and monitor their protection and preservation.

The Historic Preservation Committee, with the assistance of other social organizations, will compile a list containing the inventoried historic and archaeological items including the owner of record. This list can be distributed to raise awareness.

The Historic Preservation Committee will evaluate the effectiveness of its voluntary guidelines and work with the planning board in developing appropriate land use controls to protect and preserve structures in the Historic District as well as newly identified historical and archaeological resources if warranted.

The town will work regionally to protect shared resources along common borders.

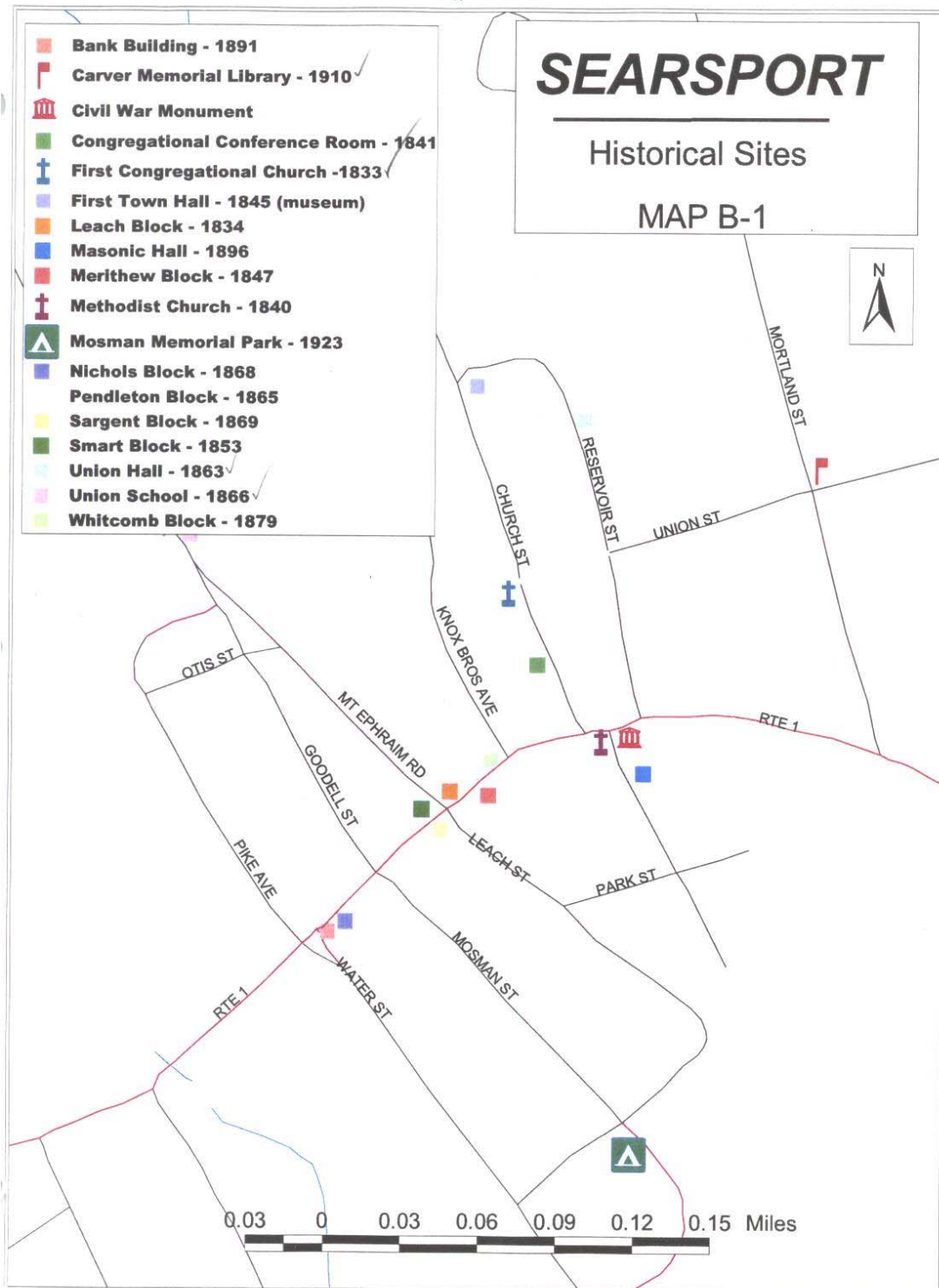
SEARSPORT

Historical Sites

MAP B-1



-  **Bank Building - 1891**
-  **Carver Memorial Library - 1910** ✓
-  **Civil War Monument**
-  **Congregational Conference Room - 1841**
-  **First Congregational Church - 1833** ✓
-  **First Town Hall - 1845 (museum)**
-  **Leach Block - 1834**
-  **Masonic Hall - 1896**
-  **Merithew Block - 1847**
-  **Methodist Church - 1840**
-  **Mosman Memorial Park - 1923**
-  **Nichols Block - 1868**
-  **Pendleton Block - 1865**
-  **Sargent Block - 1869**
-  **Smart Block - 1853**
-  **Union Hall - 1863** ✓
-  **Union School - 1866** ✓
-  **Whitcomb Block - 1879**



INTRODUCTION

An important factor in Searsport's comprehensive plan analysis is the town's population and how that population may change in the future. The ultimate goal of the Comprehensive Plan is to provide for a proper relationship between the future population and its environment. Accordingly, most phases of the plan are either dependent upon, or strongly influenced, by trends in the size and composition of the town's future population.

Determining future population is very difficult in any community, and in Searsport the problem is compounded by the uncertainty surrounding the development of the Mack Point cargo port, the location of the MBNA financial services facility in neighboring Belfast, tourism and the town's potential as a retirement community. Increased capacity at Mack Point may bring some additional jobs to the community but is not expected to have an immediately effect on the town's population. MBNA has brought substantial new employment to the area and related economic activity is also impacting adjacent towns. Local opinion indicates that Searsport is and has been an active exporter of its young people. However, it is also the town's belief that the region is currently experiencing a return of some of these individuals who are now approaching retirement age. Tourism in the region is increasing due to the expansion of the Marine Museum, the increase in the region's marketing efforts, and the overall appeal of Maine's scenic coastline and picturesque four seasons.

In 1980, Searsport had a year-round population of 2,309. By 1990 this number had risen to 2,603, which is an approximate 12% increase. The following information supplies a view of the town's population statistics based on 1980 and 1990 census information. The results of the 2000 census depict the current population trends as increasing only slightly (1.5%) and the 2005 projections from Claritas indicate a 2.5% increase to 2,706, while the State Planning Office's projections indicate a population of 2,726 for 2010.

MIGRATION ANALYSIS

Analysis of birth and death statistics for a town indicates the extent to which its population is changing as a result of natural increase or decrease. When this information is compiled for a decade and compared with the results of the two censuses, it can be determined the extent to which the population change is a result of a natural change and/or the product of in-or-out migration. The information below was determined based on the following formula, utilizing data from the town for the years 1980 through 1990.

Formula:

B = Birth (1980-1990)	299	D = Deaths (1980-1990)	291
N = Difference in B & D	+ 8		
80P = 1980 Population	2309	90P = 1990 Population	2603

When 80P + N is smaller than 90P, it indicates an in-migration (+).

When 80P is larger than 90P, it indicates an out-migration (-).

Therefore: Net migration for the town of Searsport is illustrated below. Between the years of 1980 and 1990 there was statistically an in-migration of 286 people.

$$\frac{2603 - 2309 + 8}{90P \quad 80P + N} = 286$$

POPULATION STATISTICS**Populations and Growth Rates**

Chart C-1 shows the population and growth rate in Searsport for each decade since 1940. The two entries for the 2005 information were projected by Claritas, Inc. and by the State Planning Office. These two projections differ due to the utilization of different projection methodologies. The State Planning Office also compiled the 2010 projections.

Chart C-1

Year-round Population and Rates of Growth Searsport: 1940-2015		
Year	Searsport	
	Population	% Change
1940	1,319	-
1950	1,457	10%
1960	1,838	26%
1970	1,951	6%
1980	2,309	18%
1990	2,603	12%
2000	2,641	1.5%
2005 Projected by SPO	2,673	2%
2005 Projected by Claritas	2,706	2.5% (Compared to 2000)
2010 Projected by SPO	2,726	4% (Compared to 2000)
2015 Projected by SPO	2,796	6% (Compared to 2000)
Sources: Maine Dept. of Human Services, Bureau of Health Planning and Development, SPO (State Planning Office) and U.S. Census Bureau		

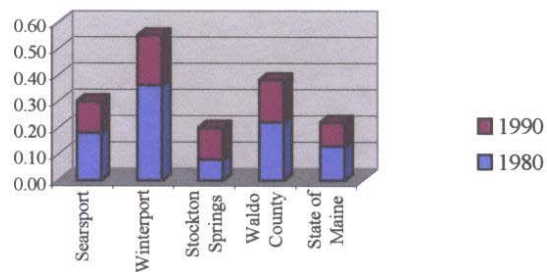
Population Growth Comparisons

Chart C-2 shows population levels from 1970 through 2000.

Chart C-2

Year-round Population Levels and Rates of Growth for Searsport, Winterport, Stockton Springs, Waldo County, and State of Maine: 1970-2000		1970	1980	1990	2000
Searsport	population	1,951	2,309	2,603	2,641
	rate of growth	---	18%	12%	1.5%
Winterport	population	1,963	2,673	3,175	3,602
	rate of growth	---	36%	19%	12%
Stockton Springs	population	1,142	1,230	1,383	1,481
	rate of growth	---	8%	12%	7%
Waldo County	population	23,328	28,414	33,018	36,280
	rate of growth	---	22%	16%	9%
State of Maine	population	993,722	1,125,027	1,227,928	1,274,923
	rate of growth	---	13%	9%	4%

Sources: Maine Dept. of Human Services, Bureau of Health Planning and Development and U.S. Census Bureau

Percentage of Growth 1980-1990

Seasonal/Transient Population

There are few mechanisms available to generate seasonal population estimates. It is obvious that tourism and seasonal residents do supplement the economic base for the town. According to the 1990 census data there are approximately 150 seasonal housing units. Also, Searsport's restaurants have a seating capacity of 513 while the bed and breakfast facilities can accommodate 174 people. Information from a 2000 Maine State Housing Authority (MSHA) homeless survey indicates that Searsport does not have any "homeless bednights" (also more commonly known as homeless shelters).

Age Distribution

The following 1990 Census statistics are comparative by age group for the town of Searsport, Waldo County and the state of Maine.

Chart C-3

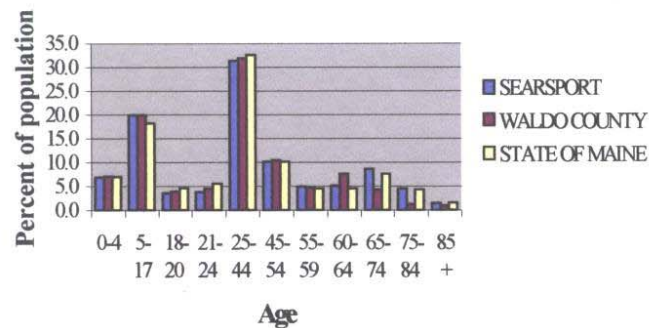
	Searsport	Waldo County	State of Maine
0-4 years old	177	2,354	85,722
% of total	6.8	7.1	7.0
5-17 years old	518	6,577	223,280
% of total	19.9	19.9	18.2
18-20 years old	94	1,298	56,232
% of total	3.6	3.9	4.6
21-24 years old	100	1,494	67,540
% of total	3.8	4.5	5.5
24-44 years old	811	10,498	398,580
% of total	31.2	31.8	32.5
45-54 years old	266	3,429	124,751
% of total	10.2	10.4	10.1
55-59 years old	127	1,541	54,216
% of total	4.9	4.7	4.4
60-64 years old	135	2,475	54,234
% of total	5.2	7.5	4.4
65-74 years old	224	1,434	91,600
% of total	8.6	4.3	7.5
75-84 years old	115	402	53,547
% of total	4.4	1.2	4.3
85 and above	36	347	18,226
% of total	1.4	1.0	1.5
Median age	35.6	34.7	33.9

The following 2000 Census statistics are comparative by age group for the town of Searsport, Waldo County and the state of Maine.

Chart C-3A

	Searsport	Waldo County	State of Maine
0-4 years old	153	2,042	70,726
% of total	6%	6%	6%
5-14 years old	347	5,146	175,274
% of total	13%	14%	14%
15-19 years old	174	2,461	89,485
% of total	7%	7%	7%
20-24 years old	130	1,850	69,656
% of total	5%	5%	6%
25-44 years old	679	10,095	370,597
% of total	26%	28%	29%
45-54 years old	452	6,032	192,596
% of total	17%	17%	15%
55-59 years old	140	2,026	68,490
% of total	5%	6%	5%
60-64 years old	164	1,681	54,697
% of total	6%	4%	4%
65-74 years old	229	2,757	96,196
% of total	9%	8%	7%
75-84 years old	143	1,629	63,890
% of total	5%	4%	5%
85 and above	30	561	23,316
% of total	1%	1%	2%
Median age	41.0	39.3	38.6

Percent of Population by Age 1990



The 1980, 1990 and 2000 census data for percentage of population by age was calculated using different age brackets for each extraction. Therefore the direct comparison and graphs of these figures contain a slight margin of error. In the chart below, the discrepancies occur in the following categories: 5 to 17 years compared to 5 to 19 years and 18 to 64 years compared to 20 to 64 years.

Chart C-4

	Searsport		Searsport
	1980		1990
Under 5 years old	190	Under 5 years old	177
5-17 years old	478	5-17 years old	518
18-64 years old	1,335	18-64 years old	1,533
65 and above	306	65 and above	375

Chart C-4A

	Searsport		Searsport
	2000		2010 Projected by SPO
Under 5 years old	153	Under 5 years old	157
5-17 years old	521	5-19 years old	356
18-64 years old	1565	20-64 years old	1785
65 and above	402	65 and above	428

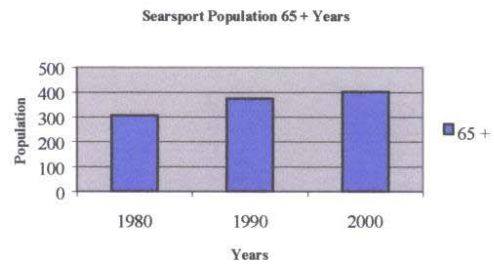
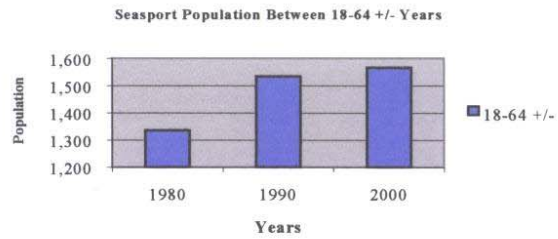
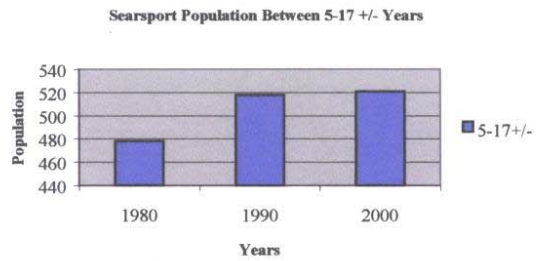


Chart C-5

	Searsport		Searsport
	1990		2000
0-4 years old	177	0-4 years old	153
% of total	7%	% of total	6%
5-17 years old	518	5-14 years old	347
% of total	20%	% of total	13%
18-20 years old	94	15-19 years old	174
% of total	4%	% of total	7%
21-24 years old	100	20-24 years old	130
% of total	4%	% of total	5%
25-44 years old	811	25-44 years old	679
% of total	31%	% of total	26%
45-54 years old	266	45-54 years old	452
% of total	10%	% of total	17%
55-59 years old	127	55-59 years old	140
% of total	5%	% of total	5%
60-64 years old	135	60-64 years old	164
% of total	5%	% of total	6%
65-74 years old	224	65-74 years old	229
% of total	9%	% of total	9%
75-84 years old	115	75-84 years old	143
% of total	4%	% of total	5%
85 and above	36	85 and above	30
% of total	1%	% of total	1%

Chart C-6 Searsport Population by Gender

Year	Female	%	Male	%	Median Age	Total
2000	1,380	52.3	1,261	47.7	41.0	2,641
1990	1,337	51.4	1,266	48.6	35.6	2,603
1980	1,149	49.8	1,160	50.2	30.7	2,309
1960	914	49.8	924	50.2	-	1,838

Chart C-7 Household Size

Household Size and Growth Rate: Searsport, Waldo County, and state of Maine: 1980-2000		1980	1990	2000
Searsport	size	2.86	2.63	2.34
	% growth	-	-8%	-12%
Waldo County	size	2.86	2.63	2.43
	% growth	-	-8%	-8%
state of Maine	size	2.75	2.56	2.39
	% growth	-	-7%	-7%
Source: U. S. Bureau of Census				

Chart C-8 Number of Households

Number of Households and Growth Rate Searsport, Waldo County, and state of Maine: 1980-2000		1980	1990	2000
Searsport	number	798	979	1,130
	% growth	-	19%	14%
Waldo County	number	9,825	12,415	14,726
	% growth	-	21%	16%
state of Maine	number	395,184	465,312	518,200
	% growth	-	15%	10%
Source: U.S. Bureau of Census				

The above charts show the number and size of households and the growth rates in Searsport, Waldo County and the state. In 1990, Searsport's household size is the same as the county's and slightly larger than the state's. The 2000 Census shows Searsport with a smaller household size than the county's or the state's. The number of households in Searsport has continued to increase since 1980 and this trend is consistent with the county and the state. Searsport's rate of growth was slightly lower than the county's, (14% and 16% respectively) but both the town and the county exceeded the state's 10% household growth rate.

Chart C-9 Education

School Enrollment	1990	% Population
Searsport	640	25%
Waldo County	8,219	25%
State of Maine	304,868	25%

Chart C-10

1980	Searsport	Waldo County	State of Maine
High School Graduate	65.8%	71.6%	68.7%
4 Years or More of College	-	2.7%	14.4%

Chart C-11

1990	Searsport	Waldo County	State of Maine
High School Graduate	77.2%	77.4%	78.8%
4 Years or More of College	13.3%	16.8%	18.8%

The most recent per pupil cost available for students MSAD 56 are \$4,868 for grades K-8 which includes the four year old program and \$6,018 for grades 9-12. Currently the school district is preparing for a high/middle school construction project but the state approved cost estimates for the project are not yet available.

SUMMARY

The town of Searsport has experienced a growth in population over the last 20 years that appears mostly attributable to an in-migration. Local opinion indicates that this in-migration consists of individuals who are retiring to the area and individuals who are locating in Searsport due to lack of available housing elsewhere. The 1980, 1990 and 2000 census data confirms the influx of retirement age individuals. However, the 2000 census numbers for 20 to 64 year olds indicates slightly flat figures from 1990 to 2000. Based on local opinions one might have expected to see a greater increase within this range. This discrepancy may be attributable to an exporting of Searsport's residents that is greater than the economic importing. The town should carefully review the 2000 census data when it becomes available in its entirety. This information will further clarify many issues and supply the town with an accurate view of the population distribution based on an actual count versus estimations and projections. The town will schedule an assessment in 2006 to evaluate the 2000 census data and make adjustments, if necessary.

Statistically, when the age groups figures for Searsport are profiled and analyzed they resemble the percentages for both the county and the state with the exception of:

the 1990 Census,

- 18 to 24 years olds where the percentage for Searsport is slightly less than the state's and county's, and
- 60 to 74 year olds where Searsport's percentage is slightly greater than the state's.

In the 2000 Census,

- 25 to 44 year olds where the percentage for Searsport is slightly less than the state's and the county's,
- 45 to 54 year olds where the percentage is slightly greater than the state's but identical to the county's, and
- 60 to 64 year olds where the percentage is slightly greater than the state's and the county's.

When Searsport's population figures (census data from 1980, 1990 and 2000) are compared, the data indicates that the population numbers have changed in the following ways:

- under age five has declined sharply since 1980,
- 5 to 17 years old have increased,
- 18 to 64 increased sharply from 1980 to 1990 and appear to have stayed very similar but increased slightly from 1990 to 2000, and
- age 65 and older has also shown a steady increase.

As previously mentioned in this section, the 2000 information included 5 to 19 years old in the estimates while previous information included 5 to 17 years old. This also affects the next category listed as 18 to 64 years old. For the 2000 information, the data actually includes 20 to 64 years old. Therefore the direct comparison of these figures contain a slight margin of error.

The decrease in population for age 5 and under is worth noting since it may affect classroom sizes or the number of necessary classes. Also worth noting is the fact that people in the older age group are likely to make demands on any available services. Most importantly, the data indicates that Searsport is an aging community. This should be considered when the town is considering funding various projects.

HISTORICAL DEVELOPMENT PATTERNS

Early industry in the town included an iron foundry, several brickyards, a spool mill and a sash and blind factory. Between 1810-1890, Searsport entered its glory days, attaining a population of 2,533 by 1860, boasting 11 shipyards and producing more than 200 ships of different rigs. Related industries such as sail making, lumbering, black smithing and carpentry flourished. Cooper shops became a major industry producing barrel containers for ship cargoes and later for the fertilizer produced in the local fertilizer companies. Searsport actually produced more shipmasters than any other town of its size in the world. These ships were built and mastered by Searsport men. They built many large, fine homes and furnished them with treasures from foreign lands. Today many of these homes are bed-and-breakfast inns and the treasures are on display at the Penobscot Marine Museum in Searsport.

In 1907 the American Agricultural Chemical Company built a large fertilizer plant and pier in Searsport. In 1909 the Hubbard Fertilizer Company (later Armour) was established. It was razed in 1960. The Summers Fertilizer Company erected a plant in 1919 on Kidder's Point. Northern Chemical Industries built a large plant in 1944 and added the anhydrous ammonia plant in 1945, taken over by General Alum and Chemical Corporation in 1994. In 1960 the Checkerboard Company built a bulk feed distributing warehouse on the site of the old AAC plant which was razed in 1956. In 1925 a new B & A pier was built and the shipping of potatoes, newsprint and many other commodities boosted the economy and made Searsport one of the most important ports on the East Coast.

Today, Searsport is still one of the most important ports on the East Coast. Currently the facility is utilized for importing materials. Bulk materials are received at the Sprague Energy facility and then shipped by trucks and railcars to other destinations.

Once poultry and dairy farms existed in the rural areas of the community; however, within the last twenty years Searsport has experienced a decline in the production of these agricultural products. There has also been a decline in the number of individuals who earn their living in the fisheries industry. This may be attributed to the lack of a protected harbor and the distance to fishing grounds, as well as lack of fish in large volumes.

Although declines have occurred in some industries, others have flourished. Within the last twenty-five years there has been an increase in real estate professionals/brokerages and the number of home-based businesses.

Currently the town's economy relies heavily on the tourist traffic along Route One and the service related jobs that accompany a tourist base economy. To date, Searsport's restaurants have a seating capacity of 513 while the bed-and-breakfast facilities can accommodate 174 people. At present, many antique and specialty shops exist along the Route One corridor and the April through November tourist traffic is critical to the economic health of these businesses as is indicated by the seasonal fluctuations in the areas unemployment rates.

UNEMPLOYMENT INFORMATION

Maine Department of Labor tracks unemployment data based by the following categories: the state, the counties and labor market areas. Since Searsport is included in the Belfast Labor Market Area, it is not possible to extract the information for Searsport alone.

Chart D-1999 Monthly Unemployment Rates

1999	January	February	March	April	May	June	July	August	September	October	November	December
Belfast Region	7.0	6.9	6.3	4.5	3.8	3.8	2.9	2.7	2.7	3	3.9	3.8
Waldo County	7.1	7	6.6	4.6	3.8	4	3	2.9	2.8	3.1	4.1	4.1
State of Maine	5.3	5.4	5.2	4.6	4.3	4.3	3.2	3.2	3.2	3.3	3.8	3.5

Source: ME Dept. of Labor Estimates

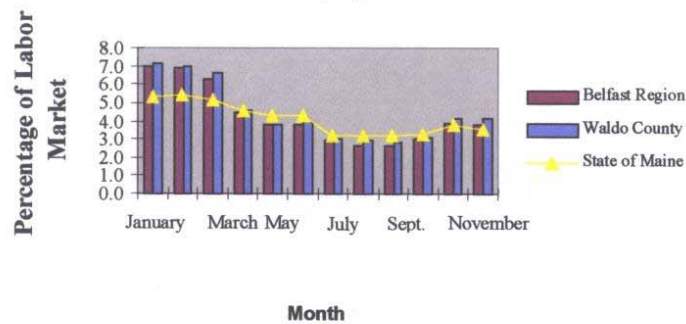
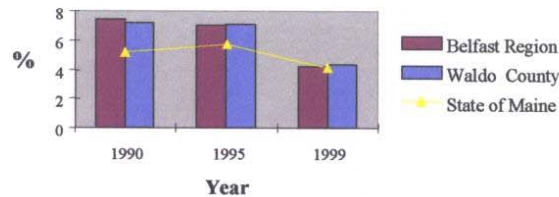
1999 Unemployment Rates**Unemployment Yearly Averages 1990, 1995 & 1999**

Chart D-2 Unemployment Percentage by Yearly Average

Location	1990	1995	1999	2000
Belfast Region	7.4	7.0	4.2	6.3
Waldo County	7.2	7.1	4.4	6.5
State of Maine	5.2	5.7	4.1	4.7
Source: ME Dept. of Labor Estimates				

The unemployment rate figures utilized for the year 2000 average are only inclusive of the month of January and were not used in the graph of yearly averages since it might be misleading.

INCOME INFORMATION

Income patterns are of importance to the town for analysis of economic development and affordable housing issues, as discussed in the housing section. Income levels also affect the town's economy and ability to raise revenues through taxes or fees. When the income figures for the area are particularly low, generally there is a proportional increase in the municipal general assistance expenditures.

Figures are based on actual 1979 and 1989 dollars respectively. For income of \$75,000 or higher in 1979, all information was placed in one line. In the 1989 chart, the same income group is divided into three categories. This may create a slight margin of error.

Chart D-3 Household Income 1979

Distribution of Households by Income Searsport and Waldo County: 1979				
Household Income	Searsport		Waldo County	
	Num	%	Num	%
\$0-\$4,999	122	15.3%	1,746	17.7%
\$5,000-\$9,999	192	24.0%	2,356	23.9%
\$10,000-\$14,999	197	24.7%	2,305	23.4%
\$15,000-\$24,999	206	25.7%	2,487	25.3%
\$25,000-\$34,999	71	8.9%	630	6.4%
\$35,000-\$49,999	9	1.1%	230	2.4%
\$50,000-\$74,999	2	.3%	82	.8%
\$75,000-\$99,999	-	-	14	.1%
\$100,000-\$149,999	-	-	-	-
\$150,000 or more	-	-	-	-
Total Households	799		9,850	
Source: U.S. Census				

Chart D-4 Household Income 1989

Distribution of Households by Income Searsport, Waldo County, and State of Maine: 1989						
Household Income	Searsport		Waldo County		state of Maine	
	Num	%	Num	%	Num	%
\$0-\$4,999	77	8%	864	7%	23,344	5%
\$5,000-\$9,999	106	11%	1,656	13%	48,062	10.3%
\$10,000-\$14,999	138	14%	1,578	13%	44,415	9.5%
\$15,000-\$24,999	203	21%	2,515	20%	91,822	19.7%
\$25,000-\$34,999	166	17%	2,313	19%	83,084	17.8%
\$35,000-\$49,999	164	17%	1,838	15%	89,700	19.3%
\$50,000-\$74,999	95	10%	1,153	9%	59,647	12.8%
\$75,000-\$99,999	23	2%	233	2%	14,267	3.1%
\$100,000-\$149,999	2	0%	158	1%	7,172	1.6%
\$150,000 or more	-	-	78	1%	4,216	.9%
Total Households	974		12,386		465,729	
Source: U. S. Census						

Chart D-5 Median Household Income

Median Household Income and Rates of Growth Searsport, Waldo County, and State of Maine: 1979-1989			
		1979	1989
Searsport	income	\$11,657	\$23,255
Waldo County	income	\$11,614	\$23,148
State of Maine	income	\$13,816	\$27,854
Source: U. S. Census			

Chart D-6 Non-family Household Income 1979

Distribution of Non-family Households by Income Searsport, Waldo County, and State of Maine: 1979				
Non-family Income	Searsport		Waldo County	
	Num	%	Num	%
\$0-\$4,999	116	52%	1,771	53%
\$5,000-\$9,999	58	26%	862	26%
\$10,000-\$14,999	27	12%	460	14%
\$15,000-\$24,999	17	8%	186	6%
\$25,000-\$49,999	4	2%	49	1%
\$50,000-\$74,999	-	-	5	-
\$75,000-\$99,999	-	-	-	-
\$100,000-\$149,999	-	-	-	-
\$150,000 or more	-	-	-	-
Total Non-family Households	222		3,333	
Source: U. S. Census				

Chart D-7 Non-family Household Income 1989

Distribution of Non-family Households by Income Searsport, Waldo County, and State of Maine: 1989						
Non-family Income	Searsport		Waldo County		state of Maine	
	Num	%	Num	%	Num	%
\$0-\$4,999	41	17%	531	16%	16,058	12%
\$5,000-\$9,999	48	20%	878	26%	30,091	22%
\$10,000-\$14,999	51	22%	560	17%	19,322	14%
\$15,000-\$24,999	46	20%	605	18%	30,573	23%
\$25,000-\$34,999	20	9%	389	12%	18,230	14%
\$35,000-\$49,999	21	9%	182	6%	12,653	9%
\$50,000-\$74,999	8	3%	105	3%	5,728	4%
\$75,000-\$99,999	1	-	21	1%	1,229	1%
\$100,000-\$149,999	-	-	14	-	565	-
\$150,000 or more	-	-	17	-	449	-
Total Non-family Households	236		3,302		134,898	
Source: U. S. Census						

Chart D-8 Median Non-Family Household Income

Median Non-Family Household Income and Rates of Growth Searsport, Waldo County, and State of Maine: 1979-1989			
		1979	1989
Searsport	income	\$4,815	\$12,197
Waldo County	income	\$4,633	\$11,862
State of Maine	income	-	\$15,514
Source: U. S. Census			

Chart D-9 Family Household Income 1979

Distribution of Family Households by Income Searsport, Waldo County, and State of Maine: 1979				
Household Income	Searsport		Waldo County	
	Num	%	Num	%
\$0-\$4,999	45	7%	823	11%
\$5,000-\$9,999	155	24%	1,803	24%
\$10,000-\$14,999	179	28%	1,897	25%
\$15,000-\$24,999	190	30%	2,196	29%
\$25,000-\$34,999	56	9%	555	7%
\$35,000-\$49,999	9	1%	211	3%
\$50,000-\$74,999	2	-	78	1%
\$75,000-\$99,999	-	-	12	-
\$100,000-\$149,999	-	-	-	-
\$150,000 or more	-	-	-	-
Total Family Households	636		7,575	
Source: U. S. Census				

Chart D-10 Family Household Income 1989

Distribution of Family Households by Income Searsport, Waldo County, and State of Maine: 1989						
Household Income	Searsport		Waldo County		state of Maine	
	Num	%	Num	%	Num	%
\$0-\$4,999	38	5%	360	4%	8,468	2%
\$5,000-\$9,999	63	8%	820	9%	19,473	6%
\$10,000-\$14,999	85	12%	1,055	12%	26,090	8%
\$15,000-\$24,999	157	21%	1,919	21%	61,944	19%
\$25,000-\$34,999	153	21%	1,896	21%	64,072	19%
\$35,000-\$49,999	136	18%	1,591	18%	75,575	23%
\$50,000-\$74,999	88	12%	1,037	11%	52,504	16%
\$75,000-\$99,999	16	2%	201	2%	12,488	4%
\$100,000-\$149,999	2	-	144	1%	6,482	2%
\$150,000 or more	-	-	61	-	3,735	1%
Total Family Households	738		9,084		330,831	
Source: U. S. Census						

Chart D-11 Median Family Household Income

Median Family Household Income and Rates of Growth Searsport, Waldo County, and State of Maine: 1979-1989			
		1979	1989
Searsport	income	\$12,540	\$26,512
Waldo County	income	\$12,795	\$26,780
State of Maine	income	\$16,167	\$32,422
Source: U. S. Census			

Chart D-12 Income Per Capita 1989

Per Capita Income 1989 Searsport, Waldo County, and State of Maine	
	1989
Searsport	\$10,062
Waldo County	\$11,047
State of Maine	\$12,957
Source: U. S. Census	

1989 Per Capita Income

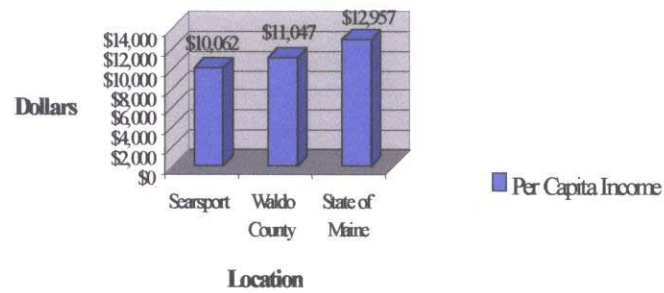
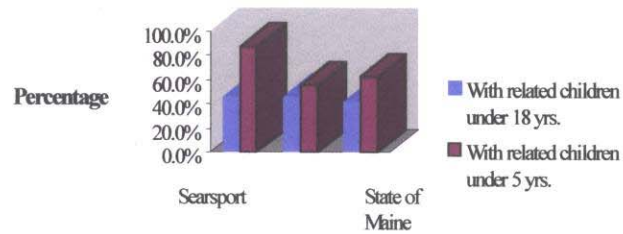
Female Household Families Poverty Level
1990

Chart D-13 Poverty Status 1989

Percent Below the Poverty Level 1989	Searsport	Waldo County	State of Maine
All persons	17.0%	16.0%	10.8%
Persons 18 yrs. and over	16.0%	14.8%	9.8%
Persons 65 yrs. and over	17.3%	20.1%	14.0%
Related children under 18 yrs.	19.5%	18.6%	13.2%
Related children under 5 yrs.	32.0%	20.4%	15.7%
Related children 5 to 17 yrs.	15.2%	17.9%	12.3%
Unrelated individuals	32.4%	33.3%	24.5%
All Families	13.4%	12.6%	8.0%
With related children under 18 yrs.	17.6%	16.7%	11.8%
With related children under 5 yrs.	33.8%	18.5%	14.6%
Female householder families	32.4%	34.2%	29.9%
With related children under 18 yrs.	45.5%	45.3%	41.6%
With related children under 5 yrs.	88.0%	55.0%	62.8%

Source: U.S. Census 1990

Chart D-14 Population by Occupation 1990

Population by Occupation						
Occupation	Searsport	Percent	Waldo County	Percent	State of Maine	Percent
Executive, administrative and managerial	95	9%	1,240	9%	61,376	11%
Professional specialty	119	11%	2,035	14%	79,155	14%
Technicians and related support	25	2%	323	2%	18,523	3%
Sales occupations	132	12%	1,263	9%	62,139	11%
Administrative support and clerical	115	11%	1,572	11%	82,893	15%
Private household occupations	8	-	108	1%	2,495	1%
Protective service	22	2%	187	1%	7,867	1%
Other service	170	16%	1,748	13%	69,848	12%
Farming, forestry and fishing	21	2%	708	5%	15,773	3%
Precision production, craft and repair	157	14%	2,142	15%	76,847	13%
Machine operators, assemblers and inspectors	100	9%	1,187	8%	45,653	8%
Transportation and material moving	54	5%	790	6%	24,897	4%
Handlers, cleaners, helpers and laborers	74	7%	869	6%	24,376	4%
Employed persons 16 years and over	1,092	-	14,172	-	571,842	-

Source: 1990 U.S. Census

Chart D-15 Population by Industry 1990

Population by Industry						
Industry	Searsport	Percent	Waldo County	Percent	State of Maine	Percent
Employed persons 16 years and over	1,092	-	14,172	-	571,842	-
Agriculture, forestry and fisheries	20	2%	663	5%	15,730	3%
Mining	2	-	15	-	533	-
Construction	82	8%	1,354	10%	42,026	7%
Manufacturing, non-durable goods	190	17%	1,722	12%	54,741	10%
Manufacturing durable goods	55	5%	1,042	7%	57,890	10%
Transportation	39	4%	556	4%	19,567	3%
Communications and public utilities	15	1%	226	2%	12,710	2%
Wholesale trade	29	3%	392	3%	20,818	4%
Retail trade	259	24%	2,393	17%	105,312	18%
Finance, insurance and real estate	35	3%	513	4%	31,992	6%
Business and repair services	31	3%	498	4%	19,839	3%
Personal services	45	4%	441	3%	18,322	3%
Entertainment and recreation services	9	-	75	-	5,333	-
Health services	100	9%	1,418	9%	52,675	9%
Educational services	85	8%	1,485	10%	53,685	9%
Professional and related services	60	5%	746	9%	35,588	6%
Public administration	36	3%	633	5%	25,081	4%
Source: 1990 U.S. Census						

SEARSPORT BUSINESSES

The town of Searsport values all businesses located within its jurisdiction and in an effort to show their appreciation has included a listing of the businesses located in Searsport. This listing was compiled from various sources and every effort has been made to include all businesses currently in operation within the town. We apologize if any business has been inadvertently excluded.

Antiques and Collectibles

Antiques At The Hillman's
 Back Door Antiques and Collectibles
 By the Bay
 Captain Tinkham's Emporium
 Downeast Auctions & Antiques
 Hart-Smith Antiques
 Hastey's Treasures
 Hobby Horse Antiques
 Mainetiques
 Old Glory Inn & Antique Shop
 Old Nickels Store Antiques
 Primrose Farm Antiques
 Pumpkin Patch Antiques Center

Address

362 E. Main St. - Rte 1
 99 W. Main St. - Rte 1
 97 E. Main St. - Rte 1
 34 E. Main St. - Rte 1
 328 E. Main St. - Rte 1
 190 E. Main St. - Rte 1
 Main St. - Rte 1
 379 E. Main St. - Rte 1
 343 W. Main St. - Rte
 89 W. Main St. - Rte 1
 121 Nickels Road
 E. Main St. - Rte 1
 15 W. Main St. - Rte 1

Section D**Economy and Employment**

Red Kettle Antiques
Searsport Antique Mall
Treasures & Trash Barn
Whale Watch

398 E. Main St. - Rte 1
149 E. Main St. - Rte 1
156 E. Main St. - Rte 1
105 E. Main St. - Rte 1

Beauty Salons

Coastal Cuts & Family Hairstyling
Lavender Lady Beauty Spot
Rainey's Hair Styles

Mt. Ephraim Rd.
1 Water St.
28 Navy St.

Gas/Convenience/Grocery Stores

Irving Big Stop
Searsport Quick Stop
Steamboat Galley Mobil
Tozier's Market

E. Main St. - Rte 1
57 E. Main St. - Rte 1
161 E. Main St. - Rte 1
22 E. Main St. - Rte 1

Financial Services

American Landmark Companies Inc.
Bangor Savings Bank
Peoples Heritage Bank

11 E. Main St. - Rte 1
17 E. Main St. - Rte 1
16 E. Main St. - Rte 1

Education

MSAD #56
Headstart

Mortland Rd.
Back Searsport Rd.

Flower and Garden Shops

Global Statuary
Hidden Gardens Perennial Flowers
Nancy's Fancies Flower Shop
Sandy Head Nursery

450 E. Main St. - Rte 1
96 Seekins Rd.
25 E. Main St. - Rte 1
E. Main St. - Rte 1

Gift Shops

Angel Stitches
Angels To Antiques
Cranberry Hollow
Heavenly Treasures Crafts & Gifts
Patchwork Plus
Searsport Landing
Silkweeds-Fine Gifts & Collectibles
The Cat's Meow Doll Cloths
The Red Cardinal
The Store At Penobscot Marine Museum
Waldo County Craft Co-Op

E. Main St. - Rte 1
190 W. Main St. - Rte 1
157 W. Main St. - Rte 1
175 W. Main St. - Rte 1
161 E. Main St. - Rte 1
6 W. Main St. - Rte 1
191 E. Main St. - Rte 1
307 E. Main St. - Rte 1
396 E. Main St. - Rte 1
40 E. Main St. - Rte 1
E. Main St. - Rte 1

Section D**Economy and Employment****Lodging and Accommodations**

Brass Lantern Inn	81 W. Main St. - Rte 1
Capt. A. V. Nickel's Inn	127 E. Main St. - Rte 1
Capt. Green Pendleton B & B	428 E. Main St. - Rte 1
Flowering Plum Inn	Prospect St.
HI-Searsport, The Penobscot Bay Hostel	132 W. Main St. - Rte 1
Light's Motel & Restaurant	215 E. Main St. - Rte 1
McGilvery House	134 E. Main St. - Rte 1
Searsport Shores Camping Resort	216 W. Main St. - Rte 1
The Captain Butnam Homestead	132 W. Main St. - Rte 1
The Carriage House	120 E. Main St. - Rte 1
The Homeport Inn	121 E. Main St. - Rte 1
The Victorian Inn	35 W. Main St. - Rte 1
The Yardarm Motel	172 E. Main St. - Rte 1
Thurston House B & B	8 Elm St.
Watchtide B & B By the Sea	190 W. Main St. - Rte 1

Marine Resources

Bay Engineering Inc.	423 E. Main St. - Rte 1
Hamilton Marine	155 E. Main St. - Rte 1
Otis Enterprises Marine Corp.	85 Prospect St.
Pen Bay Pilots	Station Ave.

Museum & Art Galleries

Cronin & Murphy Antiques & Fine Art	5 W. Main St. - Rte 1
George Gould Gallery	123 W. Main St. - Rte 1
Penobscot Marine Museum	Church Street
Robert F. Vose Gallery	441 E. Main St. - Rte 1
The Bank Art & Antiques	W. Main St. - Rte 1

Professional Services & Consulting

Loren Baldus, Dentist	Mt. Ephraim Rd.
Bay View Boarding/Nursing Home	W. Main St. - Rte 1
Bouchard Insurance Agency	117 E. Main St. - Rte 1
Coastal Prosthetics Inc.	E. Main St. - Rte 1
Donna Dakin Photography	18 Cobb Rd.
Garrold Company, Surveying	4 Howard St.
Global Investment & Realty Corp.	W. Main St. - Rte 1
Hare Auctions	Turnpike Road
Horowitz Chiropractic	51 W. Main St. - Rte 1
Ingredients Solutions Inc.	33 Mt. Ephraim Rd.
Inspectorate America, Inc.	Mortland Rd.
Little Peoples Playschool & Child Care	100 E. Main St. - Rte 1
Oceanside Chiropractic	316 W. Main St. - Rte 1
Peter K. Mason, Attorney at Law	61 E. Main St. - Rte 1

Section D**Economy and Employment**

Searsport Consulting Associates, Family Counseling
Searsport Veterinary Hospital
The Phone Doctor
Young Funeral Home

7 Knox Bros. Ave.
322 W. Main St. - Rte 1
5 Nichols St.
31 W. Main St. - Rte 1

Real Estate

Colcord's Mobile Home Park
Gould's Apartments
Harborlights Apartments
Kinney's Mobile Home Park
Mariner Woods Apartment
Midcoast Appraisal Company
Rollerson Realty

W. Main St. - Rte 1
E. Main St. - Rte 1
W. Main St. - Rte 1
21 Back Searsport Rd.
Union St.
Knox Bros. Ave.
185 W. Main St. - Rte 1

Recreation

Beanhole Bean Jim Guide Service & Gun Shop
Searsport Pines Golf Course
The Family Gym & Fitness Center

76 Back Searsport Rd.
240 Mt. Ephraim Rd.
W. Main St. - Rte 1

Restaurants

Cook's Crossing
Jordan's Restaurant
Michael's Subs & Pizza
Periwinkles Bakery & Tea Room
Seafarer's Tavern
The Rhumb Line Fine Dinning

231 E. Main St. - Rte 1
1 E. Main St. - Rte 1
29 E. Main St. - Rte 1
225 W. Main St. - Rte 1
23 E. Main St. - Rte 1
200 E. Main St. - Rte 1

Services/Trades

Allied Door Service Inc.
Andy's Auto Repair
Bangor & Aroostook Railroad Company
Baxter Cook House & Building Movers
Cameron Asphalt Paving
Dakin Construction
Dick's Locksmith Service
English Auto
Fillmore's Wash Tub
Gould & Son Inc, Electricians & Propane
Hammond Builders Inc.
Hard to Beat Hardware
Irving Heating Oil
ITO Corp. of New England, Stevedoring
L & J's Seafood
Leroy Garton Taxidermist
Lowe Sign Co.

Savery Rd.
159 E. Main St. - Rte 1
Station Ave.
439 E. Main St. - Rte 1
40 Monroe Rd.
Prospect St.
Harriman Rd.
501 Mt. Ephraim Rd.
163 E. Main St. - Rte 1
E. Main St. - Rte 1
Nickerson Rd.
W. Main St. - Rte 1
20 E. Main St. - Rte 1
Mack Point
3 Partridge Rd.
Back Searsport Rd.
Station Rd.

Section D**Economy and Employment**

Kinney's Construction
Knox Bros., Inc. Auto Parts
McKinney Magic Auto Repair
Mike Lloyd Landscaping
Modular Media
Ocean View Oil Change
Old Stage Welding
RAM Enterprises, Auto Repair
Red's Cycle Service
Searsport Plumbing
Seekins Construction
Seekins Machine Shop
Smith's Memorials
Spare Keys Locksmith Service
Sprague Energy
Steamboat Petroleum
St. Martinique Grooming Shop
Sunrise Materials
TJ's Tattoos
Tree Health & Insect Service
U-Haul Co.
Waldo County Electronics
Water District

21 Back Searsport Rd.
20 E. Main St. - Rte 1
Back Searsport Rd.
Union St.
48 Monroe Rd.
Mortland Rd.
96 North Searsport Rd.
20 Resh Rd.
42 Frankfort Rd
279 Mt. Ephraim Rd.
9 Back Searsport Rd.
Old Stage Coach Rd.
E. Main St. - Rte 1
186 E. Main St. - Rte 1
Mack Point
161 E. Main St. - Rte 1
37 E. Main St. - Rte 1
Searsport Dump Rd.
E. Main St. - Rte 1
Back Searsport Rd.
161 E. Main St. - Rte 1
33 E. Main St. - Rte 1

Specialty Stores

Birgfeld's Bicycle Shop
Bluejacket Ship Crafters
Colleen's A Touch of Country
Dakin's Toy and Gift
Frazee's Furniture
Island Picnic, Catering
Keepers, Gifts
Penobscot Books
Talisman Gold & Silversmiths
Used Books
Weathervanes Of Maine

184 E. Main St. - Rte 1
160 E. Main St. - Rte 1
352 E. Main St. - Rte 1
18 E. Main St. - Rte 1
W. Main St. - Rte 1
E. Main St. - Rte 1
186 E. Main St. - Rte 1
164 W. Main St. - Rte 1
10 Navy St.
333 W. Main St. - Rte 1
395 E. Main St. - Rte 1

Manufacturing

General Alum & Chemical Corp
Maine Dollhouse Co.
Dakin's Miniatures

Kidder Rd.
34 Prospect St.
Prospect St.

OVERVIEW

Upon a review of the 1999 monthly unemployment rates, the data indicate that during the winter months the unemployment rates for the Belfast Region and Waldo County are higher than the state's. However, during the summer months, the unemployment rates for the Belfast Region

and the county for 1999 were generally lower than the state's. This is a good indicator that the economy of this region is reliant on tourism. When the rates are reviewed based on the yearly average only, the Belfast area's rate is less than the county's but higher than the state's.

Poverty percentage levels for Searsport are higher than the state or the county, particularly for female household families. In this category, Searsport's figures for children under five are substantially higher than the county or the state, 88%, 55% and 62.8% respectively. Various conclusions could be drawn from these statistics such as: the community does not have adequate, affordable daycare space available that would allow expanded income opportunities; A lack of a variety of jobs at various skill levels; minimal pay levels for the jobs that are available for these individuals combined with lack of affordable day care; or any combination of the above.

Based on the population by occupation data from the 1990 census, the leading employment category in Searsport is "other service" at 16%. The "other service" category has a higher percentage for the town than the county or the state's (both at 12%). The second leading occupational category within Searsport is "precision production, crafts and repair" at 14%. This percentage is comparable to the county at 15% and the state at 13%. Examination of the remaining town and county statistics shows the following: Searsport has a lower percentage of "professional specialty" occupations than the county at 11% compared to 14%; Searsport has a higher percentage of "sales" occupations than the county at 12% compared to the county's 9%; and, the county has a higher percentage of "farming, forestry and fishing" occupations at 5% compared to Searsport's 2%. These statistics indicate that Searsport relies heavily on the tourist/service-based economy and that farming, forestry and fisheries play less of a role in the town's economy than in other Waldo County communities.

POLICIES

In order to promote an economic climate that increases job opportunities and overall economic well being, the town has developed the following policies. The town shall:

1. Pursue state and federal agency block grants to fund infrastructure needs of the town.
2. Pursue additional commercial and industrial development and business opportunities that maximize local labor skills, such as light manufacturing, assembly, storage, wholesaling, mail order and commercial retail.
3. Encourage the economic development committee (EDC) to explore funding sources for local businesses.
4. Establish areas best suited for development by designations of industrial and commercial districts.
5. Encourage labor force training by exploring vocational school programs, job related Adult Education courses, and development of on-the-job training programs with the Maine Employment Office.
6. Support the EDC.
7. Encourage home occupations.
8. Support downtown revitalization and the evaluation of the DOT traffic estimates.

9. Explore the potential for developing Stockton Harbor and Sears Island as part of a regional development of marine or marine/recreational activities.
10. Promote community pride.
11. Promote tourism through the Chamber of Commerce and EDC.
12. Explore the establishment of a Tax Increment Financing District in the commercial growth areas.

IMPLEMENTATION STRATEGIES

In order to implement the policies above, the following strategies will be undertaken:

The manager of the town will continue to contact the applicable state and federal agencies to solicit information regarding block grants for improvements to the town. A review of the needs of existing and potential commercial and industrial uses will be done in order to match the needs with funding from block grants. Once the information has been gathered, the manager, planning board, economic development committee, selectpersons and other interested parties will cooperate in the pursuit of efforts to secure these funds.

The manager and finance director will research options for tax increment financing (TIF) and make a report to the selectpersons and economic development committee (EDC). If supported in concept, the EDC will work with the finance director, assessor, selectpersons, town manager and planning board to define the area and describe the town's development program. A town policy for the use of TIF districts will be established to allow for the maximum value of new tax base to be invested directly within the area to offset infrastructure costs and to support relevant economic development activities. Retained revenues could be used to lower private sector development costs in the target districts and the use of the sheltered valuation will be established within the policy. Once the details of the program are available, a public hearing will be held to solicit feedback and to present the benefit of the program to the public. If evidence of support for the program exists, the town will apply to the Department of Economic and Community Development (DECD) for approval of the TIF District. Once approval is received from DECD, the information would be presented at town meeting and voter approval would be sought.

The economic development committee (EDC) will continue to work with developers to support existing and attract additional commercial and industrial development. These efforts will include providing predictable and appropriate land use regulations to facilitate industrial and commercial development within the town. The Town of Searsport recognizes, values, and intends to retain its character while at the same time providing for future commercial and residential development. Examples of sought/appropriate commercial and residential development are listed/described in the land use section of this plan under the various district descriptions in order to provide reasonable illustrated examples of the type of development deemed compatible within and with the community. At the present time, there is mixed feeling regarding the impact of big box stores. At this point in time, dedicating or recognizing commercial space specifically by the concern for either accommodating or expressly avoiding the big box stores would be inappropriate and unwise given that the infrastructure, especially sewer, is not currently in place to accommodate such development. However, once presented

with a concept for the big box development, the community will have within its home rule authority to make that determination/consideration at that time. Currently there exists no appropriate place for such development. The land use plan will identify appropriate areas for commercial and industrial development; this action will also reduce the likelihood of future strip development, resistance to new projects or incompatible uses. Home occupation performance standards will also be included in the future land use ordinance to ensure compatibility with residential neighborhoods and adjacent properties. Day care facilities will also be allowed in various districts throughout the town to assist in the creation of affordable childcare. The selectpersons and the EDC will support the downtown revitalization efforts. A parking study will be finalized as part of the revitalization efforts since the Route One traffic is vital to the economic health of the community and adequate parking facilities are a necessary component of the town's economic health.

The towns of Searsport and Stockton Springs will collaborate and meet with the appropriate state agencies to explore the potential for the development of Stockton Harbor and Sears Island. This exploration will consider the Maine Coastal Policies in its effort to determine the best use of these resources and will incorporate protection for the cordgrass, saltmarsh, and carex silicea.

The town will continue to promote community pride by educating students about the town's history as part of the school curriculum, the historical society's continued educational efforts and displays, community events and the EDC's business website.

The town of Searsport recognizes the importance of adequate training for the creation and maintenance of a healthy and competitive work force. Adult education, Waldo County Vocational and other job training programs in the area are an asset to the region.

On a regional level, the town will work with near-by towns on economic development to promote regional marketing through the selectpersons and the EDC. The town manager, selectpersons and the EDC will continue to meet with adjacent towns to determine the interest in joint approaches to economic development, transportation, solid waste and land use planning.

SUMMARY

The town of Searsport is part of a regional coastal area often referred to in studies as the Belfast Economic Region. Over the last 25 years, tourism and service-based jobs have become more prevalent in Maine's coastal areas. Evidence of this fact is shown by the seasonal fluctuations of the unemployment rates. The major employers in Searsport are the school district and Hamilton Marine.

Growth needs to be channeled to areas of town capable of handling development while incurring minimal cost to the municipality. The town of Searsport will continue to encourage responsible commercial and industrial development through land use regulations, regional coordination and marketing.

On-going: The EDC will continue to support appropriate industrial and commercial development.

Section D

Economy and Employment

The selectpersons, through the town manager, will continue to work with and express to MDOT the importance of Route One to the town's economic prosperity.

Immediate: *(To be accomplished within two years)*

The town manager and/or finance director will continue to work to obtain community development block grants for improving the town.

The EDC will work with the selectpersons and the legislative body to facilitate commercial development within the town.

Searsport's land use ordinance will contain appropriate land use regulations which will attract, enhance and support existing and future development within Searsport, while minimizing negative impacts of non-compatible uses.

Long-term: *(To be accomplished within five to ten years)*

The EDC will work in conjunction with the selectpersons to maintain economic health and prosperity along with self-sufficiency.

The selectpersons and the harbor masters of Searsport and Stockton Springs will work regionally to promote common harbor development.

INTRODUCTION

Natural resources information is useful in identifying opportunities and constraints for development and for protecting environmentally sensitive areas. The natural resources of Searsport also contribute greatly to the quality of life in town. These resources provide desired open spaces and are valued for recreational opportunities such as fishing, boating, snowmobiling, hunting, canoeing, hiking, and cross-country skiing, as well as other activities.

The goal of the natural resources section is to protect the quality and manage the quantity of Searsport's water resources and critical natural resources, as well as to safeguard agricultural and forest resources from the type of development that threatens those resources.

LOCATION AND TOPOGRAPHY

The town of Searsport is located in the coastal region of Waldo County in Eastern Maine. The town is situated approximately 30 miles southeast of Bangor and is bordered on the north by Frankfort, on the east by Prospect and Stockton Springs, on the south by Penobscot Bay and on the west by Swanville and Belfast. The land area of the town, based on current GIS information, is approximately 29.3 square miles. Please see Map E-1 at the end of this section titled "Elevation Contours Above Sea Level" for general contour elevations.

GEOLOGY

According to geologist D. Bruce Champion in an article for the Soil Conservation Service, Soil Survey of Waldo County, The landscape of Waldo County is a result mainly of the events of the Pleistocene epoch, which began about 2 million years ago. Huge ice sheets advanced and retreated over the area probably as many as four times during that period, but evidence remains of only the last major glaciation, known as the Wisconsin stage.

The Laurentide ice sheet of Late Wisconsin age had spread southeast to its maximum extent on the continental shelf by about 18,000 years ago. As it moved, the glacier ground up the rocks beneath it and deposited this newly eroded material under the ice as a compact blanket of glacial till, a mixture of rock fragments ranging from clay-sized material to boulders. Marlow and Peru soils are examples of soils developed in this dense till.

The sheer weight of a massive sheet of ice thousands of feet thick depressed the land surface significantly, but the extent of lowering is not known. The great quantities of moisture locked up in the glacier resulted in a general worldwide lowering of the sea level by about 300 to 350 feet. Eventually the climate warmed, and the rate of melting exceeded the rate of advance, resulting in a net retreat of the glacial margin. By about 13,500 years ago, the ice margin had receded to approximately the position of the present coast. As recession continued inland, a series of small ridges were built up. These ridges, known as recessional moraines, were formed from material deposited when the ice margin stabilized temporarily during the overall retreat. Many of the ridges were formed under water and were later wave-washed as emergence continued. Hermon soils are examples of soils formed on these ridges. Flooding of the lowlands and valleys by the rising sea followed. Large quantities of clay and silt were deposited in these areas, forming the familiar "Blue clays" of the coastal zone and major river valleys. Boothbay soils are an example of soils developed in this marine material.

During glacial retreat, the large amounts of meltwater carried and eventually deposited sand and gravel as terraces, kames, deltas and eskers in contact with the remaining ice. Also, sand was sometimes deposited in front of the ice margin in the form of outwash plains. These types of deposits often supply high yields of ground water to wells and are the best aquifers in Waldo County. Masardis soils are an example of soils formed in ice-contact deposits; Adams soils formed in sandy material on outwash plains. As meltwater quantities decreased, some material in the ice was not able to be carried away, but remained to form a cover of firm, but not dense, till on some of the upland ridges and slopes. Bangor soils developed in this till.

As the ice melted and its weight was removed, the land began to rebound and emerge from the sea. This emergence began about 3,000 years ago and continued until about 10,000 years ago when sea level was about 180 feet below the present level. Since that time, a slow submergence has brought the sea up to its present level. During the period of emergence, many lakes, ponds, and marshes were formed. Some still exist, but many have been filled with lacustrine sediments or organic material. Boothbay soils formed in the lake sediments, and Borosapristis formed in the organic materials.

The process of erosion, sedimentation and landscape alteration is an ongoing one. Soils continue to form in "modern" (postglacial) materials; Alluvial soils, such as Podunk soils, formed in river and stream bottom deposits; Sulfaquents and Sulfihehmists developed from saltwater marshgrasses on tidal marshes; and beaches formed in loose water-worked sand, gravel, or cobbly material.

LAND SUITABILITY

Septic systems should be constructed carefully on poorly drained soils, soils with high water tables, and on shallow to bedrock soils. Development and use of poorly suited soils are the underlying cause of many environmental and economic problems. Water pollution, high cost and maintenance of public services, and the destruction of existing wildlife and scenic values are just a few of the existing ways that a community ends up paying for improper land use.

The United States Department of Agriculture (USDA) Soil Conservation Service (SCS) has prepared soil classification maps by county for the state of Maine. Land suitability analysis or soil surveys can be used to produce maps depicting the appropriateness of land areas for various land uses. The survey consists of an inventory, description, and evaluation of the soils within each county. The survey classifies all soils within a county into soil series. The classification is based on characteristics of the soil, including texture (percentage of sand, silt, clay), permeability, slope, wetness, and so on.

The Searsport portion of the Waldo County soil survey shows 52 different soil map units. Please see the soils maps at the end of this section for a general overview. The following maps are also located at the end of this section: Elevation Contours Above Sea Level (Map E-1), Soils-Hydric (Map E-2), Soils Percent Slope (Map E-3), Prime Farmland (Map E-4), Prime Forestland (Map E-5), Wetlands (Map E-6), Water Resources (Map E-7), Floodplain Zones (Map E-8) and Sand and Gravel Aquifers (Map E-9). Soil potential ratings reflect the potential of use rather than the limitations of use and are designated to meet local needs and conditions. Soil Potential for Low Density Development is broken down into four categories: Septics, Dwellings, Roads, and Development, please see Map E-16 titled "Soils-Low Density

Development" at the end of this section. Agriculture, Farmland, Floodplain, and Sand and Gravel Aquifers are addressed further in this section. The remaining, Highly Erodible Soils, Soils on Steep Slopes, and Soil Potential for Low Density Development are presented below.

FARMLAND

Prime Farmland

Development threatens the irreversible conversion of farmland to other uses. Recognizing that land use cannot remain static and that our state is becoming more urban, it also seems reasonable that conversion of agricultural land should be based on the quality of the soils. These soils can be rated in terms of their ability to grow agricultural crops. Obviously some soils in Maine are much more valuable for agriculture than others.

Prime farmland is one of several kinds of important farmlands defined by the U.S. Department of Agriculture. Identification of prime farmland is a major step in meeting the nation's needs for food and fiber.

The U.S. Department of Agriculture defines prime farmland as the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using acceptable farming methods. Prime farmland produces the highest yields and requires minimal amounts of energy and economic resources, and farming it results in the least damage to the environment. Prime farmland is also often targeted as prime property for low-density residential development. Please see Map E-4 titled "Prime Farmland" and Map E-16 titled "Soils-Low Density Development" at the end of this section

Prime Farmland Soils in Waldo County

Chart E-1

Map Symbols	Code	Soil Map Unit Name
AdB	4	Adams Loamy Fine Sand, 3 to 8 percent slopes
BaB	1	Bangor Silt Loam, 3 to 8 percent slopes
BoB	1	Boothbay Silt Loam, 3 to 8 percent slopes
DxB	1	Dixmont Silt Loam, 3 to 8 percent slopes
EIB	1	Eldridge Fine Sandy Loam, 3 to 8 percent slopes
HeB	4	Hermon Sandy Loam, 3 to 8 percent slopes
Lk	3	Limerick and Rumney Soils,
MaB	1	Madawaska Fine Sandy Loam, 3 to 8 percent slopes
MbB	1	Marlow Fine Sandy Loam, 3 to 8 percent slopes
MkB	4	Masardis Fine Sandy Loam, 0 to 8 percent slopes
PaB	1	Peru Fine Sandy Loam, 3 to 8 percent slopes
Py	3	Podunk Fine Sandy Loam
ThB	4	Thorndike-Winnecook Complex, 3 to 8 percent slopes
TrB	4	Tunbridge-Lyman Complex, 3 to 8 percent slopes
Key To Prime Farmland Code		
		1- All areas are prime farmland
		3- Only areas protected from flooding or not frequently flooded during the growing season are prime farmland
		4- Only irrigated areas are prime farmland

Farm and Open Space Tax Law

For fiscal year 2000, the town of Searsport's Assessing Office indicates that they do not have any parcels registered in the state's Farm and Open Space Tax Law program. This is understandable since Searsport is a coastal community and today agriculture plays a very minimal role in Searsport's economy. Searsport is not unlike the State of Maine, which has seen a steady thirty-year decline of agricultural production and employment. The farming decline for Searsport has been primarily in the sector of chicken farming. In 1963, the farming community consisted of: blueberry growers, broiler raisers; and dairy farmers. Today, small-scale farming operations exist throughout Waldo County. These small-scale farms specialize in a variety of products and services such as venison, herbs or even animal breeding. Currently the extent of Searsport's agricultural production consists of a perennial nursery, small sheep farm and some hay production. Concern for preservation and wise utilization of these farming resources is important. To reduce environmental problems caused by farming activities, a municipality should ensure that shoreland zoning and other ordinances are properly enforced. Moreover, appropriate performance standards should be developed to minimize environmental contamination and encourage farming uses while fostering stewardship of the environment.

Farmland is eligible for the Farm and Open Space Tax Law Program (Title 36, MRSA, Section 1101, et seq.), if that farm consists of at least five contiguous acres, is utilized for the production of farming, agriculture or horticulture activities and has shown gross earnings from agricultural production of at least \$2,000 (which may include the value of commodities produced for consumption by the farm household) during one of the last two years or three of the last five years.

The open space portion of this program has no minimum lot size requirements and the tract must be preserved or restricted in use to provide a public benefit by conserving scenic resources; enhancing public recreation opportunities; promoting game management or preserving wildlife habitat.

The Farm and Open Space Tax Law encourages landowners to conserve farmland and open space by taxing the land at a rate based on its current use, rather than potential fair market value. The benefits of this program are: that it enables farmers to continue their way of life without being forced out of business by excessive property taxes due to rising land valuations and that it reduces sprawl by keeping the land in its traditional use verses being developed. If the property is removed from the program, a penalty is assessed against the property. This penalty is calculated based on the number of years the property was enrolled in the program and/or a percentage of fair market value upon the date of withdrawal.

Farmland and Registration Program

The Farmland Registration Program is designed to protect the farmer's right to farm their land. Upon registration, a farmer is guaranteed a 100-foot buffer zone between the productive fields and new incompatible development, such as a residential development. The Farmland Registration Program also lets new and potential abutters know that a working farm is next door.

FOREST LAND

While Maine's forests and forest industry still play a vital role in the state's economy, especially in Northern Maine, this role is not as evident in the coastal regions of the state. Forested areas provide an abundant and diverse location for wildlife population and for the use and enjoyment of all Maine citizens. Furthermore, the forest protects the soil and water and contributes to a wide variety of recreational and aesthetic experiences. Loss of forestland can be attributed to development and to irresponsible harvesting techniques. Also, when forestland is fragmented, public access becomes more restricted due to increased land posting. To optimize forestland usage, it should be effectively managed and harvested.

Woodland Productivity

Soils with a rating of medium, high or very high are prime forestland soils. Please see Map E-5 titled "Soils-Prime Forestland" at the end of this section. Prime forestland is land that has soil capable of growing wood at the economic rate for a given tree species. Identification of lands as prime forestland does not denote a single or dominant use. This designation does not preclude the use of these lands for other forest products and services, but only identifies the most productive forestlands on which a town depends for present and future wood needs. These soils are rated only for productivity and exclude management problems such as erosion hazard, equipment limitations or seedling mortality.

The following chart depicts the timber harvest activity within the town from 1991 to 1999.

Chart E-1A Timber Harvest Activity, 1991 – 1999

Year	Selection Harvest Acres	Shelterwood Harvest Acres	Clearcut Acres	Total Harvest Acres	Change of Land Use Acres	Number of Timber Harvests
1991	50	0	0	50	0	2
1992	65	25	0	90	0	3
1993	51	20	15	86	0	5
1994	95	0	0	95	0	4
1995	142	0	0	142	0	6
1996	134	10	5	149	5	5
1997	335	0	9	344	4	7
1998	737	14	10	761	0	17
1999	605	0	10	615	0	20
Totals	2,214	69	49	2,332	9	69

Source: Department of Conservation, Maine Forest Service

Tree Growth Tax Law

In addition to the Farm and Open Space Tax Program, the state also has a similar program for forestland. The Tree Growth Tax Law (Title 36, MRSA, Section 571, et seq.) provides for the valuation of land which has been classified as forestland on the basis of productivity value, rather than on fair market value. The tree growth program requires that the parcels be at least 10 acres and that the land is held for commercial use. If the property is removed from the program, a penalty is assessed against the property. This penalty is calculated based on the number of years the property was enrolled in the program and/or a percentage of fair market value upon the date of withdrawal. According to municipal records for fiscal year 2000,

Searsport had 8 parcels of land classified under the state's Tree Growth program, consisting of 387 acres in total. These parcels were owned by 6 different landowners, none of which are large timber companies.

Highly Erodible Soils

When surface vegetation is removed from large areas of land, soil erosion often results. Sediment, the result of erosion, has a number of adverse effects as a pollutant. In suspension it reduces the amount of sunlight available to aquatic plants, covers fish spawning areas and food supplies and clogs gills of fish. Phosphorus moves into receiving waters attached to soil particles. Excessive quantities of phosphorus can cause algae blooms. This sediment also fills drainage ditches, road ditches, stream channels and shortens the life of reservoirs.

Highly erodible soils are those soils that have a potential to erode at a rate far greater than what is considered a tolerable soil loss. The potential erodibility of a soil takes into consideration: rainfall and runoff, the susceptibility of the soil to erosion, and the combined effects of slope length and steepness. A highly erodible soil has a potential erodibility that would cause a considerable decline in long term productivity of that soil as well as possible negative effects on water quality.

Soils on Steep Slopes

Slope gradient influences the retention and movement of water, the potential for slippage and accelerated erosion, the ease with which machinery can be used and the engineering uses of the soil. Generally, the steeper the slope the more potential hazards exist. Development on slopes greater than 15 percent require more fill and grading as well as more sophisticated sediment and erosion control planning to minimize erosion and protect water quality. On very steep areas the design of buildings, other structures and roads may need to be altered to ensure satisfactory performance. Please see Map E-1 titled "Elevation Contours Above Sea Level" and Map E-3 titled "Soils-Percent Slope" at the end of this section.

Soil Potential for Low Density Development (LDD)

Very few towns in Maine have large tracts of soils that are ideal for residential development. Often the soil is wet, bedrock is near the ground surface or the land has steep slopes. Some areas may be subject to periodic flooding from nearby streams and rivers. It is often necessary to modify these areas by filling, excavating, blasting or drainage. These additional costs for site development are passed on to the future landowners. Maintenance costs such as erosion control and road and culvert repair will often be borne by the new landowner or the municipality. The installation of subsurface waste disposal systems, roads, and buildings when not done properly can have a negative impact on the town's soil and water resources.

A key to minimizing these impacts is to recognize soil limitations associated with development and to develop corrective measures to overcome the limitations.

A rating system called "Soil Potentials" has been developed by the SCS to enable the rating of soils for their potential for low-density development (LDD). LDD is defined as 3-bedroom single family unit residences with basement and comparable buildings covering 2,000 sq. ft. and subsurface wastewater disposal system, with or without on-site source of water. Development may be a single-unit or a cluster of units in a development. Paved roads in a development are also included. The subsurface wastewater disposal system would have the capacity of

processing 270 gallons per day of effluent and would be installed according to the Subsurface Wastewater Disposal Rules, Chapter 241, of the Maine Department of Human Resources (MDHR), Division of Health Engineering.

Selecting the best-suited soil countywide for LDD has developed soil potential. A map unit of Hermon fine sandy loam, three to eight percent slopes (HbB), possesses all the desirable properties for low-density development uses. It is the best simply because it has the fewest limitations and therefore is the least expensive soil on which to construct a home, septic system, and a road. HbB has been established as the reference soil for Waldo County. Since all the soil properties are desirable, the Soil Potential Index for this Hermon soil is 100. All other soils in Waldo County will have an index of less than 100, unless a soil has equal properties to the Hermon soil. Map E-16 at the end of this section shows soils classified for development for very high, high, medium, low and very low.

The Soil Potential Index, a numerical rating of the soil ranging from 0 to 100, is based on the performance of the reference soil minus the values of corrective measures (costs for overcoming soil limitations are developed and converted to index points). The soil potential rating is based on the index value obtained after the corrective measures have been subtracted from 100. Since the entire range is large, these numerical ratings are separated into soil potential rating classes of very low to very high.

The soils information and maps, in terms of soil potential versus land use, will provide valuable information for the development of the proposed land use plan. Please see map E-2 titled "Soils-Hydric" and map E-16 "Soils-Low Density Development" at the end of this section for additional information. Further information can be obtained from the Soil Conservation Service literature titled "Soil Survey of Waldo County Maine" and "Soil Survey Data for Growth Management in Waldo County".

PARKS

Moose Point State Park

This state park contains 183 acres and is located on the bay in Searsport. The presence of this state park in the community provides a wider range of outdoor activities than are available in most Maine towns. The park provides hiking trails, a picnic area, tidal pools and a panoramic view of Penobscot Bay and is operational Memorial Day through September 30.

There are other state parks located within the region. These include:

- *Fort Point (Fort Pownal)* is located in the neighboring town of Stockton Springs. This park has 154 acres and is considered historical. The park contains a scenic road, picnic area and fishing opportunities. A fee is charged for the use of the park.
- *Camden Hills* is located in Camden and has 5,474 acres. The park contains a camping area, a scenic road, a picnic area and a dumping station. The winter months also bring the opportunity to snowmobile. A fee is charged for the use of the park.
- *Swan Lake* is located in Swanville and has 67 acres. This park offers swimming, picnicking and fishing. A fee is charged for the use of the park.

Mosman Memorial Park in Searsport was purchased by subscription from the Mosman heirs. The park stands on a plot of land on the shore front lying between Mosman Avenue and Water

Street. The park provides a beach area, children's playground, picnic tables and barbecue pits, basketball court, two tennis courts, baseball diamond and a beautiful view of Penobscot Bay and Sears Island.

EXISTING PROTECTION MEASURES

Tree Growth Tax Law

This program encourages landowners to retain and manage their woodlands, thus controlling sprawl. When managed properly, forested areas can be utilized for production and still provide wildlife habitats.

The Forest Practices Act

This act regulates the practice of clearcutting by setting regeneration and clearcut size requirements.

The Mandatory Shoreland Zoning, Subdivision Control Law, and Clear Cutting

State legislation provides environmental guidelines and mandates regarding shoreland and subdivision activities that which consider agricultural and forestry issues, as well as regulations on clear cutting.

WATER RESOURCES

Watersheds

All waters are connected. Unchecked pollution to one source will eventually affect all others within the watershed. It is important to remember that everything occurring in a watershed and everything that can be transported by water will eventually reach and impact the water quality of each water body. Development activities, such as construction (structures or roads) and timber harvesting disturbs the land to some degree and can drain into a lake through streams and groundwater. The activities that may appear trivial at a first glance can impact the entire watershed. Disturbed or developed land can contribute non-point pollutants and other substances to water bodies and can degrade its water quality. Activity anywhere in the watershed, even several miles away, has the potential to impact water quality. Please see Map E-17 titled "Watersheds" at the end of this section.

Freshwater Wetlands

The term "wetlands" is defined under both state and federal laws as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support prevalence of vegetation typically adapted for life in saturated soils." Wetlands include freshwater swamps, bogs, marshes, heaths, swales, and meadows. There is no longer a ten-acre threshold associated with regulated freshwater wetlands. Please see Map E-6 titled "Wetlands" at the end of this section.

Wetlands are important to the public health, safety and welfare because they act as a filter, absorb excess water, serve as aquifer discharge areas, and provide critical habitats for a wide range of fish and wildlife. They are fragile natural resources. Even building on the edge of a wetland can have significant environmental consequences. Some wetlands have important

recreational and educational value providing opportunities for fishing, boating, hunting, and environmental education. Planning efforts should take into account the constraints of these areas.

The Maine Department of Environmental Protection (MDEP) has identified wetlands located within Searsport, as illustrated on the map titled "Wetlands" at the end of this section. These wetlands were identified by aerial photo interpretation. Interpretations were confirmed by soil mapping and other wetland inventories. Field verification of the location and boundaries of the wetlands should be undertaken prior to development. The MDEP has jurisdiction over freshwater wetlands and floodplain wetlands under the Natural Resources Protection Act (NRPA)/Wetland Protection Rules and Site Location of Development Act. Finally, the Mandatory Shoreland Zoning Law provides protection to mapped non-forested wetlands that are over ten acres in size.

Wetland alterations can contribute to wetland loss. The most common sources of alterations include commercial, residential and urban development; transportation and roads; floodplain development; pollution; peat mining; timber harvesting and agriculture.

Rivers, Streams, and Brooks

According to Maine's NRPA, a river, stream, or brook is a channel that has defined banks (including a floodway and associated flood plain wetlands) created by the action of the surface water. Some water resources meeting this description may not be mapped. Please see Map E-7 titled "Water Resources" at the end of this section for most of the locations of Searsport's larger rivers, streams and brooks. The following is a listing of those items:

- Black Brook
- Blood Brook
- Gould Meadow Brook
- Long Cove Brook
- Mill Brook
- Morrow Brook
- Piper Brook

To determine what portion of Maine's rivers, streams, and brooks meet the goal of the Federal Clean Water Act, MDEP uses bacteriological, dissolved oxygen, and aquatic life criteria. All river waters are classified into one of four categories: Class AA, A, B, and C. These classifications are defined by legislation, with Class AA being the highest classification with outstanding quality and high levels of protection. Class C, on the other end of the spectrum, is suitable for recreation and fishing yet has higher levels of bacteria and lower levels of oxygen. Below are the designated uses ascribed to Maine's water quality classification:

Class AA - Drinking water supplies, recreation in and on the water, fishing, navigation and a natural and free flowing habitat for fish and other aquatic life.

Class A - Drinking water supply, recreation in and on the water, fishing, industrial process and cooling water supply; hydroelectric power generation, navigation, and unimpaired habitat for fish and other aquatic life.

Class B - Drinking water supplies, recreation in and on the water, fishing, industrial process and cooling water supply; hydroelectric power generation, navigation, and unimpaired habitat for fish and other aquatic life.

Class C - Drinking water supplies, recreation in and on the water, fishing, industrial process and cooling water supply; hydroelectric power generation, navigation, and a habitat for fish and other aquatic life.

Lakes and Ponds

Within its boundaries, the town of Searsport has Cain's Pond, McClure's Pond, Halfmoon Pond and a portion of Swan Lake. No water quality data is available for Cain's Pond, McClure's Pond or Halfmoon pond according to the EPA's Watershed Profile. Please see Map E-7 titled "Water Resources" at the end of this section for the locations.

Cain's Pond is 38 acres with an elevation of 223 feet and is located in the Eastern Coastal River.

McClure's Pond is 46 acres with an elevation of 225 feet and is located in the Eastern Coastal Rivers Watershed.

Halfmoon Pond is 176 acres with an elevation of 327 feet and is located in the Penobscot River Watershed.

The EPA's website also lists an "unnamed pond" that is known locally as Cunningham Pond, is 3 acres and located near the Bowen Road with an elevation of 30 and is located in the Penobscot River Watershed.

Swans Lake is 1,370 acres with an elevation of 202 feet and is located in the Eastern Coastal Rivers Watershed.

Swan Lake Water Quality

Secchi disk transparency is a measure of the water clarity, or transparency, of the lake. All Secchi disk readings are in meters [1 meter (m) = 3.28 feet]. Factors that reduce clarity are algae, zooplankton, water color and silt. Since algae are the most abundant item, measuring transparency indirectly measures the algal productivity. Secchi disk readings can be used to track changes in water quality over time. Transparency values in Maine vary from 0.4m (1.5ft) to 20.0m (67 ft), with the average being 4.9m (16.2 ft). Unless a lake is highly colored a transparency of 2m (6.5 ft) or less indicates a water quality problem that has resulted in an algal bloom. In Maine, the mean (average) Secchi disk readings are related to algal productivity using the following guidelines: Productive = 4m (13 ft) or less; Moderately productive = 4-7m (13-23 ft); Unproductive = 7m (23 ft) or greater.

Total Phosphorus (TP) is one of the major nutrients needed for plant growth. It is generally present in small amounts and limits the plant growth in lakes. It is measured in parts per billion (ppb). As phosphorus increases, the amount of algae also increases. TP varies from 1 ppb to 110 ppb with the average being 14 ppb. Note: 10 ppb = 0.001 ppm. A bottom grab sample is taken 1 m above the bottom of the lake.

For 1998, the phosphorus "bottom grab" historical average at station 1 for Swan Lake has a rating of 12 and the secchi depth at the same station is 6.6. As indicated above in the definitions for Secchi and Phosphorus, the average in Maine for Secchi is between 0.4m and 20.0m with an average of 4.9m while total phosphorus varies from 1 ppb to 110 ppb with the average being 14. The Secchi disk reading for Swan Lake is slightly higher than the average for Maine lakes and indicates that the water clarity for the lake is better than average lakes in Maine. The Phosphorus measurement is actually below the average and also indicates that the lake has better than average water quality.

The State Planning Office supplied the following chart.

Chart E-1B Per-Acre Phosphorus Allocations for Selected Lakes

Lake	DDA	ANAD	AAD	GF	D	F	WQC	LOP	C	P
Cain Pond	454	100	354	0.2	71	3.66	Mod-Sensitive	m	1.00	0.052
Halfmoon Pond	380	40	340	0.25	85	5.79	Mod-Sensitive	h	0.75	0.051
McClure Pond	593	150	443	0.2	89	5.71	Mod-Sensitive	m	1.00	0.064
Swan Lake	2132	200	1932	0.25	483	36.49	Mod-Sensitive	h	0.75	0.057

Source: State Planning Office

The following are the definitions for the abbreviations listed in the above chart.

DDA-Direct land drainage area in Township acres

ANAD-Area not available for development in acres

AAD-Area available for development in acres (DDA-ANAD)

GF-Growth factor

D-Area likely to be developed in acres (GFxAAD)

F-lbs. Phosphorus allocated to towns share of watershed per ppb in lake

WQC-Water quality category

LOP-Level of protection (h=high (coldwater fishery);m=medium)

C-Acceptable increase in lake's phosphorus concentration in ppb

P-lbs. per acre of phosphorus allocation (FC/D)

Principal Flood Problems

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Study, there are no major flooding problems in Searsport. Map E-8 titled "Floodplain Zones" at the end of this section indicates the flood prone areas within the town.

Flood Protection Measures

The Town of Searsport has adopted minimum shoreland standards, as required by the State Mandatory Shoreland Zoning Act. This ordinance serves to protect the lakeshores, non-tidal and tidal waters, by restricting building to reduce flood damage and problems.

Floodplains - Floodplains are defined as areas adjacent to a river, stream, lake, or pond, which can reasonably be expected to be covered at some time by floodwater. The primary

function of floodplains is their ability to accommodate large volumes of water from nearby overflowing channels and dissipate the force of flow by reducing the rate of flow through a widening of the channel. A floodplain may also absorb and store a large amount of water, later becoming a source of aquifer recharge. Floodplains also serve as wildlife habitats, open space and outdoor recreation, and agriculture without interfering with their emergency overflow capacity.

Intensive urban development on floodplains and flood prone areas can increase the severity of floods and cause flooding of previously unaffected areas. The major consequence of intensive development in floodplains and flood prone areas is the widespread property damage and loss of life, which results from severe flooding. Other significant consequences include the public costs associated with cleanup and rebuilding, increased insurance costs, and water contamination from toxic and hazardous materials.

The town of Searsport participates in the Flood Insurance Program, and its flood protection consists of a Floodplain Management Ordinance. The map at the end of this section titled "Floodplain Zone" shows Searsport's special flood hazard areas susceptible to 100-year floods (less than a one percent chance of being equaled or exceeded in a given year).

Development in floodplains, floodprone areas, and "special flood hazard areas" should be avoided. In addition, existing development and incompatible land use activities should not be permitted to expand and should be amortized for their eventual elimination, to the maximum extent possible.

Surface Water Protection

Protection of Searsport's surface water takes place at the local, state, and federal levels, and sometimes at more than one level simultaneously. At the local level, Searsport's surface water is protected through Shoreland Zoning, Subdivision Regulations, Site Plan Review, Plumbing Code, Floodplain Management Ordinance and in the future by the Land Use Ordinance. Surface water protection at the state level encompasses the Site Law, Public Water Supply Regulation, the Natural Resource Protection Act, Solid and Hazardous Waste Law, and Underground Storage Tank Regulation. Finally, protection at the federal level consists of Wetlands Protection, the Clean Water Act, the Resources Conservation and Recovery Act, the Safe Drinking Water Act, and the Superfund Amendments and Reauthorization Act.

Groundwater

Sand and Gravel Aquifers

Aquifers may be of two types: bedrock aquifers and sand and gravel aquifers. A bedrock aquifer is adequate for small yields. A sand and gravel aquifer is a deposit of coarse-grained surface materials that, in all probability, can supply large volumes of groundwater. Boundaries are based on the best known information and encompass areas that tend to be the principal groundwater recharge sites. Recharge to these specific aquifers, however, is likely to occur over a more extensive area than the aquifer itself.

In 1981, the Maine Geological Survey identified one sand and gravel aquifer partially within the town of Searsport, as shown on Map E-9 titled "Sand and Gravel Aquifers" at the end of this section. Yields for this aquifer are also indicated on the map.

The map at the end of this section titled "Aquifers" can be used to identify locations that are unfavorable for storage or disposal of wastes or toxic hazardous materials or other land use activities. Sand and gravel aquifers generally store and yield a higher quantity and quality of groundwater than do bedrock wells. However, sand and gravel aquifers usually have a more permeable recharge area that is located closer to the ground surface than bedrock wells. As a result, wells drilled into sand and gravel aquifers can become contaminated more easily and impact a greater volume of water than bedrock wells.

A hydrogeologic study done for the Searsport Water District indicated that the only sand and gravel aquifer suitable for Searsport's water supply is the one that they are currently using. It also indicated that the only other viable supply would possibly be the development of bedrock wells located in the area of the Harris Road.

It is important to protect groundwater from pollution and depletion. Once groundwater is contaminated, it is difficult, if not impossible, to clean. Contamination can eventually spread from groundwater to surface water and vice versa. Thus, it is important to take measures to prevent contamination before it occurs. Possible causes of aquifer and surface water contamination include faulty septic systems, road salt leaching into the ground, leaking above-ground or underground storage tanks, agricultural run-off of animal waste, auto salvage yards, and landfills. Protecting a groundwater resource and preventing contamination are the most effective and least expensive techniques for preserving a clean water supply for current and future uses.

Almost all groundwater contamination in Maine originates from non-point source pollution, rather than point source pollution. Most important non-point contamination sources include: agriculture, hazardous waste spill sites, landfills, petroleum products and leaking underground storage tanks, road-salt storage and application, septic systems, saltwater intrusion, shallow well injection, and waste lagoons. In addition to these major sources, things as diverse as golf courses, cemeteries, dry cleaners, burned buildings and automobile service stations are potential threats to groundwater.

Groundwater flows according to geology, not municipal boundaries. Consequently, it is essential that all communities sharing groundwater resource and their recharge zones should work together to protect it. This regional cooperation includes coordination between towns to ensure consistent regulations and enforcement regarding this resource and development of regional water quality protection plan, as appropriate.

Water Quality Protection

Point Source Discharge

The following are the point source discharge sites in Searsport:

- One outfall at the Wastewater Treatment Plant on Navy Street
- Oil terminal, stormwater runoff, one at Sprague Energy Corp. (Mack Point)

- Oil terminal, stormwater runoff, three at Irving (52 Station Avenue)
- One license with two outfalls at General Alum Chemical (Kidders Point Road)
- One overboard discharge (OBD) at Searsport Shores Campground

Non-Point Source Pollution

Threats to water bodies include non-point source pollution through erosion and sedimentation resulting in an increase in phosphorus level. Erosion often occurs because of soil disturbances by people. Water-generated erosion causes the most severe damage when a site is undergoing development. A serious consequence of erosion is sedimentation; sedimentation of water bodies can cause "algal blooms". Blooms occur when a water body has high concentrations of phosphorus attached to soil particles. All water bodies have the ability to absorb some phosphorus before there is an adverse impact on the quality of the water. However, when the phosphorus load to a lake becomes too great, the phosphorus acts as a fertilizer and causes algae to flourish.

Pollution from non-point source include agricultural run-off, both animal wastes and fertilizers, landfills, sand and salt storage, waste lagoons, roadside erosion, leaking underground storage tanks, and hazardous substances. Identification and regulation of these sites are important in safeguarding both surface and ground waters.

CRITICAL NATURAL RESOURCES

Maine Natural Areas Program -The State Department of Conservation administers the Natural Areas Program. The program includes Rare and Exemplary Botanical Features and Registered Critical Areas.

Rare and Exemplary Botanical Features - Rare and exemplary botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities.

Registered Critical Areas - Registered Critical Areas are natural areas that the landowner has agreed to voluntarily conserve.

According to the records of the Department of Conservation, Natural Areas Division, the rare plant *Carex silicea*, also known as Sea-beach Sedge, is documented to occur in the town of Searsport at the northern end of Sears Island. The Natural Areas Division's records also indicate that two areas of exemplary Cordgrass Saltmarsh also occur in the same area.

Carex silicea Olney or Sea-beach Sedge range from Southwest Newfoundland, Magdalen Islands (Quebec), and Gaspé Peninsula, Quebec to Maryland and are not considered rare southward. Its habitat consists of maritime sands and rocks (tidal wetland, non-forested; rocky coastal, non-forested upland). The plant flowers June through August and fruits July through August. This rare plant is from the family Cyperaceae and has been documented by a total of 24 towns in the following counties: Cumberland, Hancock, Knox, Lincoln, Sagadahoc, Waldo and York.

Cordgrass Saltmarsh Community: small, geologically young (five years to a few hundred years) saltmarshes found in pockets along large rivers (some "fluvio-major" saltmarshes) or along

eroding coastal banks ("bluff-fringing" marshes and "transitional" marshes). Peat is typically a superficial layer over late-glacial silts and clays. At least 50% of the marsh is *Spartina alterniflora* dominated (low marsh); vegetation forms banded, rather than mosaic, patterns. These marshes tend to be geologically unstable. Species richness is lower than in salt hay saltmarshes.

Please see Maps E-11 & 12 titled "Rare or Exemplary Botanical Features" at the end of this section for their locations.

Wildlife Habitats

Conserving an array of habitats and their associated wildlife species will help in maintaining biological diversity and ensuring that wildlife and human populations remain healthy. To feed and reproduce, wildlife relies on a variety of food, cover, water, and space. Development often has negative impact on these, resulting in the loss of habitats and diversity, habitat fragmentation and loss of open space, and the loss of travel corridor.

Essential Wildlife Habitats - Essential Wildlife Habitats are defined under the Maine Endangered Species Act as a habitat "currently or historically providing physical or biological features essential to the conservation of the species" as identified by Maine Department of Inland Fisheries and Wildlife. (MDIFW). The Maine Endangered Species Act is designed to protect threatened and endangered species.

According to MDIFW Searsport does not have any of the following identified: Bald Eagle Nest Sites; habitat for State or Federally Listed Endangered or Threatened Species; Shorebird Nesting, Feeding or Staging Areas; or Seabird Nesting Islands.

Significant Wildlife Habitat - Significant Wildlife habitats, as defined in the Natural Resources Protection Act (NRPA), are illustrated on Map E-10 titled "Critical Type Habitat" at the end of this section. The value of Searsport's 8 deer wintering areas (DWA) is indeterminate. The following are the DWA locations in Searsport: Long Cove Brook (#020073); Cain's/McClure's Pond (#020165); Piper Brook (#020166); North Searsport (#020417); East of Mt. Ephraim (#020453); South of Swan Lake (#020469); South of Halfmoon Pond (#020511); and Morrow Brook (#020662). Within Searsport there are 7 waterfowl and wading bird habitats (WWH), including nesting and feeding areas. The WWH valued as indeterminate are located at Searsport Marsh (#030804); Mill Brook Drainage/East of Cain's Pond (#030806); Piper Brook/Porter School (#030808); Mill Brook Drainage/NNE McClure's Pond (#030809); and Piper Brook/North of Porter School (#030815). The WWH valued as moderate are located at Main Stream (#030805) and McClure's and Cain's Ponds (#030817). As of 1992, no shorebird nesting, feeding, and staging area and habitat for State or Federally listed endangered or threatened species had been located in Searsport. Sears Island is as Class B and Searsport as Class C under Coastal Wildlife Concentration areas. Although Coastal Wildlife Concentration Areas are not "significant" wildlife habitats per se, they may contain "Essential or Significant" wildlife habitats.

Other Areas of Special Concern - The state statutes or regulations do not directly regulate Other Areas of Special Concern, as they do not meet the criteria established for "essential or significant" wildlife habitat. Only habitats designated as "essential" under Maine's Amendment

to the Endangered Species Act or as "significant" under the Natural Resources Protection Act receive direct protection. Searsport's only listing for Areas of Special Concern is a "Seal Haul Out" located on Sears Island Ledge.

IF&W also indicated the presence of another relatively uncommon or rare species on Sears Island. The occurrence of a Ribbon Snake, a species of special concern associated with the scrubby edges of lakes, ponds, wetlands, and shrub-dominated swales has also been noted. Please see Map E-14 titled "Searsport Habitat Inventory Map 1 of 2" at the end of this section.

MARINE RESOURCES

Many resources were contacted in an effort to obtain "landings" and other information for the marine resources section of this plan. These resources include Department of Marine Resources, Inland Fisheries and Wildlife, State Planning Office and other research organizations such as Bigelow Laboratories. We were unable to obtain substantial recent data on many marine related topics other than the opinion of the harbor master and other local individuals. Much of the information found in this section references a 1980 reconnaissance study for proposed navigational improvements and may or may not be reflective of current conditions.

Clams

According to a 1980 reconnaissance report it was estimated that Searsport Harbor has 30-41 acres of soft clam habitat, intertidal mud flat areas around Sears Island constitute another 136 acres and Long Cove has approximately 107 acres of clam flats.

The town has had a management plan for soft-shell clams for a few years but landings have been fairly low when compared to other communities. The reported clam "landings" (in pounds) from dealers are as follows: 1997 - 2,044; 1998 - 2,155; 1999 - 393, according to the Department of Marine Resources (DMR). The chart below contains all the reported information for Waldo County. DMR also ranks clam landings for the entire state by total amount per town and value per town. According to DMR for 1999 the town of Waldoboro in Lincoln County is ranked number one on this listing for the greatest amount of pounds (1,177,055 pounds) with a value for the landings at \$1,415,438. The town of Sedgwick is last on the list at number 87 with 87 pounds landed. Searsport is ranked at number 75 with a total of 393 pounds and ranked number 74 for a total value of \$641. Chart E-2 below indicates, landings for 1999 in Searsport have shown a significant decline which appears to be the result of reporting since DMR only has numbers for the month of July 1999. The license numbers of local dealers are on file in the Searsport clerk's office.

Chart E-2 Clam Landings by Pounds Comparison

Location	1997	1998	1999
Islesboro	179	0	311
Searsport	2,044	2,155	393
Stockton Springs	4,805	3,201	5,820
Waldo County Reported Totals	7,028	5,356	6,524

Sea Urchins, Lobster, Scallops, Worms and Herring

Harvesting of Sea Urchins, unlike lobster and scallops is a fairly new marine activity dating back to the 1980s. Draggers and divers harvest the urchins that are then shipped by airfreight to markets in Japan.

According to the 1980 reconnaissance report, the southwest tip and west side of Sears Island was heavily fished for lobster. Lobsters were found at all depths and on all bottom types in upper Penobscot Bay. Fishing intensity at that time followed a seasonal pattern with the peak periods being from May through September. Minimal mention of scallops were made in the report other than to indicate that scuba divers found no scallops in the extremely soft bottom of the western part of Searsport Harbor.

The 1990 Census indicates that less than 2% of Searsport's workforce is employed in the Agriculture, Forestry and Fisheries category. Although it is acknowledged locally that a few individuals are employed in the above referenced industries, we could not obtain any documented information from state agencies or research groups on the number or amount of landings for any of these categories.

Chart E-3 is local estimates the total number of people who are currently employed by some manner in the marine resource industry in Searsport.

Chart E-3 Estimated Employed in the Marine Resource

Industry Type	Number Employed
Sprague Terminal	34
Irving Terminal	5
L & J's Seafood	5
Otis Enterprises	2
Fishermen w/commercial mooring	12
Fishermen using trailer boats	12
Hamilton Marine chandlery	5
Source: Local Opinion	

Aquaculture

There are no aquaculture leases in Searsport, possibly due to the lack of areas that are sheltered from wind and waves. However, students at the Searsport Middle School do operate a mussel aquaculture project in Stockton Springs that will continue through their high school years.

According to an article published by the Island Institute, the eight-grade science class has acquired 89,000 seed oysters through a donation from a private organization and plans to market the full sized oysters when the students are in the eleventh grade. Half of the proceeds from the sale will be utilized to acquire new seed oysters. The remaining monies will go into a scholarship fund.

One of the long-term goals of the project is to allow adults who have been displaced from traditional fishing occupations to see aquaculture as a viable alternative. Since aquaculture is a relatively new industry in Maine, it could be anticipated that there would be continued growth in the future.

BAYS AND CHANNELS

Several buoys mark the channel to Searsport and the depth of the channel at the approach is 35 feet. The approximate channel width is 500' and there is a 1500' turning basin dredged to the same depth.

Mooring Areas

There are 40 moorings set near the town dock of which 12 are commercial and 28 are for recreational uses.

Water Dependent Sites

The Sprague Energy Terminal and the Irving Terminal are both commercial cargo terminals that are located at Mack Point. Mack Point is discussed in greater detail later in this section under "Harbor and Ports Facilities".

Fixed Guidance Facilities

The Bell House, Fort Point Light is located in Fort Point Park in adjacent Stockton Springs.

PUBLIC ACCESS POINTS

The town dock, located at the end of Steamboat Avenue, is used for recreational and commercial purposes. Recreational and commercial fishermen share the ramp, pier and moorings with sail and motor yachts. There is water and electricity available at the dock but no sewer pump-out and no fuel dispenser. During peak use, parking for vehicles and trailers, as well as dingy tie-ups are in short supply. Belfast recently instituted a small fee for launching at their city ramp. This fee may cause an increase in the use of Searsport's ramp. Searsport has recently instituted dingy fees.

Sears Island is currently state owned and presents opportunities for commercial and recreational uses in two areas. The first area is located across from Mack Point where the Maine Department of Transportation (MDOT) began development for a cargo port. This area may be acceptable for some commercial water dependent uses. The second location is immediately east of the causeway's entrance to the island where the natural beach and protected waters of Stockton Bay would provide an excellent spot for recreation. A dock facility at this location could be used for recreational purposes and also by commercial fishermen.

In 1987 the Town of Searsport Road Project was completed as a prelude to extensive research on a case by case "as needed" basis. Several upland road sites have since been evaluated as a continuation. The efforts that were initiated by the town in 1987 are in harmony with the 1994 Public Access Discovery Grant. The Public Access Discovery Grant identified potential public accesses through title researching to find past public access right-of ways. The following shore access points were identified and established: Town way number four also known as Cobb Road Extension, Summer Street and Navy Street Extension. Other potential locations include: Town Way Number Twelve, Town Way Number Eight, Norris Street Extension, Water Street Extension and Trundy Road Extension.

HARBOR AND PORT FACILITIES

Covering an area of about two by three miles, Searsport Harbor offers excellent anchorage and lies on the westerly side of Penobscot Bay.

The port of Searsport is one of only three major seaports in the state of Maine and features two major port facilities and four warehouses at Mack Point. Residents and visitors alike watch ships both small and large as they come to dock or moor in the safety of the harbor.

Mack Point is the commercial cargo terminal that handles bulk items such as oil, road salt and coal. Several paved town roads lead from Route one to Mack Point and a railway links the port to the Bangor area and beyond.

Recent plans to expand the piers at Mack Point have been approved and funded. According to Bangor Daily News articles, the \$15 million Mack Point project calls for the state, through the quasi-public Maine Port authority, to rebuild the dry cargo pier once owned by Bangor and Aroostook Railroad and the current pier operated by Sprague Energy.

Both piers will be expanded to provide berths designed to handle modern cargo ships. The project is being funded through state bonds and the finished piers will be leased and operated by Sprague Energy.

The Bangor Daily News also reports that controversy regarding the dumping of dredge material offshore has slowed down the process. Fishermen and environmentalists have voiced their concerns about the dumping of 370,000 cubic yards of dredge materials in a one-mile square area between Rockland and Vinalhaven. Although that site has been used for decades, the fishermen worry that the proposed volume of contaminated dredge spoils would wreak havoc with the prime lobster habitat that surrounds the dumping site. The project manager has indicated that the dumping of the dredge material off Rockland would be scaled back dramatically over the life of the project and that a number of different options would be reviewed.

Therefore, MDOT plans for dredging have been put on hold until next year. This delay in dredging may force a reduction in the scope of the project since time means money. The port planners are now looking into raising the depth around one or more of the piers and dumping some materials on land. While shallower berths would reduce the volume of dredging, the savings would likely be offset by the cost to dispose of the soils on land that would also require DEP permitting.

SHIPWRECKS

According to "The Seafloor Revealed", a publication from Maine Department of Conservation, Maine Geological Survey, Searsport's coastline contains two shipwrecks. According to this publication, the wreck name, date sunk and vessel type are unknown for these sites. These wrecks are identified with the numbers 2963 and 7176 and are geographically located on Map E-15 titled "Features and Data Source Map" at the end of this section. Coordinates for these wrecks were taken from the National Ocean Survey Automated Wreck and Obstruction Information System. The accuracy for these wreck positions is unknown.

Local opinion indicates that these wrecks were part of the 1779 Penobscot Expedition and that one has been raised. The artifacts from the wreck of "The Defense" are currently stored at the Maine State Museum.

The town has no jurisdiction on these sites since they are located off shore.

POLICIES

In order to protect and preserve the quality of the state's water resources, including lakes, aquifers, great ponds, estuaries, rivers and coastal areas; in order to protect the state's other critical natural resources, including without limitation, wetlands, wildlife and fisheries habitat, sand dunes, shorelands, scenic vistas, and unique natural areas; in order to protect the state's marine resources industry, ports and harbors, from incompatible development; and in order to promote access to the shore for commercial fishermen and the public the following policies will be implemented:

1. The town will continue to protect and preserve natural resources.
2. The water district through its comprehensive and strategic plans will continue to explore ways in which to protect and improve the municipal water supply.
3. The town will continue to update and conform to the minimum standards for the protection of natural resources as determined by the state and federal government.
4. The town will continue to protect marine resources.
5. The town will protect regional water resources by ensuring compatible efforts by municipalities that share water resources including lakes, aquifers, great ponds, rivers, streams and wetlands.
6. The town will encourage forest management practices that do not have a long lasting negative impact on forestland and other natural resources.
7. The town will ensure the preservation of access to the coastal waters necessary for commercial fishermen, commercial mooring, docking, and related facilities.
8. The town will continue to protect its shellfish resources.
9. The town will continue to protect wildlife habitat including existing waterfowl/wading bird habitats and deer wintering areas.
10. The town will require phosphorus-loading mitigation for all new subdivision developments on the town's great pond watersheds and will work to minimize the further degradation of great pond water quality.
11. The town will support agricultural activities.

IMPLEMENTATION STRATEGIES

In order to protect and preserve the natural resources within the town of Searsport, the town will continue to update local land use regulations to maintain consistency with the minimum State of Maine requirements. The town will also create a Conservation Committee. The committee will be appointed by the selectpersons and will consist of 5 members who will develop a mission statement and monitor effectiveness of the above referenced policies. The Conservation Committee will also continue to explore ways to promote access to all waterbodies. The town has adopted shoreland-zoning regulations that protect the lakes, ponds, ocean, wetlands and aquifers within the borders of Searsport. The town establishes a medium level of phosphorus loading protection for Cain and McClure Ponds and a high level of protection for Swan Lake and Halfmoon Pond and will require sensible phosphorus loading mitigation for all new

developments in the town's great pond watersheds to minimize further degradation of water quality. New development within great pond watersheds will be required to retain phosphorus runoff on site in accordance with standards recommended by the Department of Environmental Protection. Natural buffers will be recommended whenever possible to minimize the costs to the landowner or developer and maintain Searsport's rural character. Current and future land use ordinances will require that any new marine related, recreational, residential or industrial facility incorporate protection for critical areas such as cordgrass saltmarsh and sea-beach sedge.

In order to protect the existing waterfowl/wading bird habitats and deer wintering areas within the town, protection provisions will be included in the land use ordinance. The future land use ordinance will prohibit approvals for developments that will have a significant impact on essential wildlife and fisheries habitats. The Planning Board will explore what tree cover for fisheries habitat is mandated by the new state law and adjust local ordinances accordingly. The land use ordinance will require that when landowners, project planners, municipalities or state agencies propose a development in or near the site of an Essential Habitat or Significant Habitat that the applicant will consult a wildlife biologist to ensure that no negative impact to these areas result from the development. Early consultation will help resolve avoidable conflicts and prevent unnecessary delays and economic pitfalls that might otherwise arise during final project reviews. In addition the town, through their Code Enforcement Officer will request that the state send copies to the Planning Board of any and all permits affecting natural resources.

The Planning Board through the future land use ordinance will require the retention of existing trees when land is being cleared for development. Performance standards in the future land use ordinance will be designed to encourage the preservation of open space, natural vegetation and forested areas to ensure the rural character of the community is retained including the use of buffers. Copies of a model-harvesting contract will be made available at the Town office for the convenience of landowners. The Town will explore the development of a street tree program for the community and will utilize assistance from available state resources such as the Maine Forest Service or available grants such as Project Canopy. Also, the Downtown Revitalization Committee will be encouraged to inventory existing trees and to plan for the planting of additional shade trees. The selectpersons and the Town Manager will hire a forester to develop a forest management plan for the town-owned lot at the transfer station.

While agriculture is not a major land use in Searsport, the Town supports the utilization of land for agricultural activities and agricultural land protection. Agriculture will be allowed as a use of right, not requiring a land use permit in the Rural Residential District and roadside farm stands will be allowed in this district also.

The water district, in compliance with recommendations contained in their recently completed comprehensive and strategic plan, will establish an emergency action plan.

To ensure compatible uses within the town, the future land use ordinance will contain performance standards for each district.

The town manager and selectpersons will continue to promote public access to surface waters through the continued participation in the Public Access Discovery Grant Program as outlined in the recreation portion of this plan.

The town will protect shellfish resources through the position of Shellfish Warden who enforces the Shellfish Management Ordinance.

On a regional level, the town will develop compatible water quality standards for the protection of the shared aquifer, Halfmoon Pond and Swan Lake. Searsport will cooperate with the town of Swanville when developing protection strategies for Swan Lake. The Conservation Committee will offer its assistance to the Swan Lake water quality monitoring efforts and to the planning boards of Swanville, Prospect and Frankfort for the purpose of phosphorus review and mitigation for future subdivision developments within Great Pond Watersheds. The planning boards of Prospect, Searsport and Stockton Springs in conjunction with the Searsport Water District will discuss the regional protection of the shared aquifer by development of regional water regulations. Once these standards are established, they may be incorporated into all applicable Land Use Ordinances. Once adopted, Conservation Committee, with cooperation from other towns, will monitor their effectiveness.

SUMMARY

The town of Searsport currently offers protection to its natural resources with a locally adopted shoreland zoning ordinance. These ordinance provisions will be updated to be consistent with the minimum requirements of state and federal regulations as is mandated. In order to offer protection to the town's water supply, a regional effort is necessary. Any ordinance provision changes will be provided when applicable to neighboring communities.

The future land use ordinance will consider the location of important soils, aquifers, critical natural resources, wildlife habitats, resource lands, and discourage incompatible development in those areas. Properly managed forests can also be used as effective buffers and environmental tools in the protection of waters and wildlife resources. The town and the planning board recognizes that it is important to ensure water quality for the benefits and use of future generations; therefore the planning board and/or the code enforcement officer will carefully review all projects to ensure compliance with statutes, regulations and the future land use ordinance.

On-going: All applicable ordinances will be updated when necessary in order to maintain compliance with minimum state and federal regulations and reflect the local needs of the community.

Immediate: *(To be accomplished within two years)*

A Conservation Committee will be created by the selectpersons.

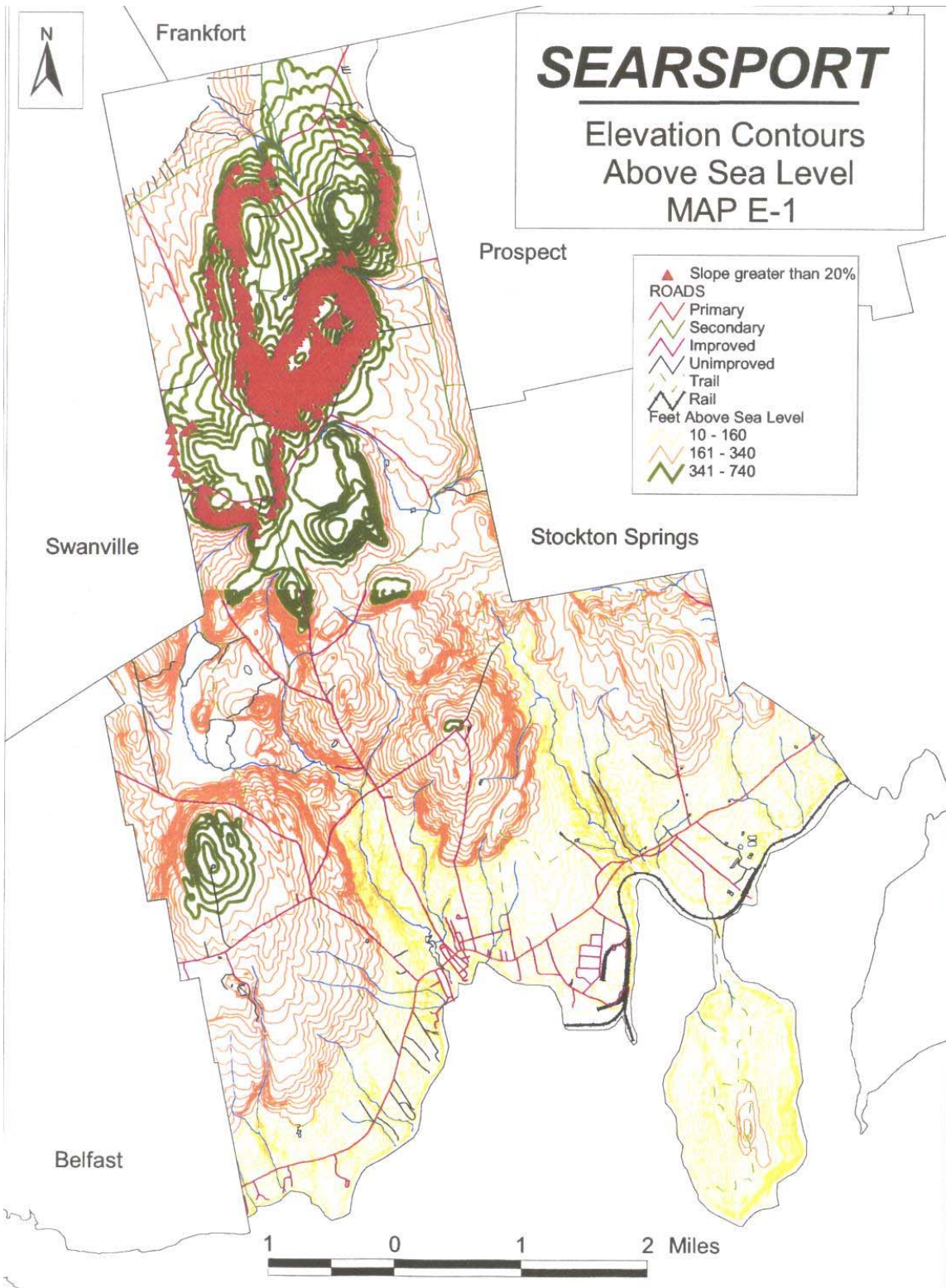
The Searsport Water District will enforce the Halfmoon Pond Watershed Protection Ordinance and establish an emergency response procedure to protect and preserve the town's water supply.

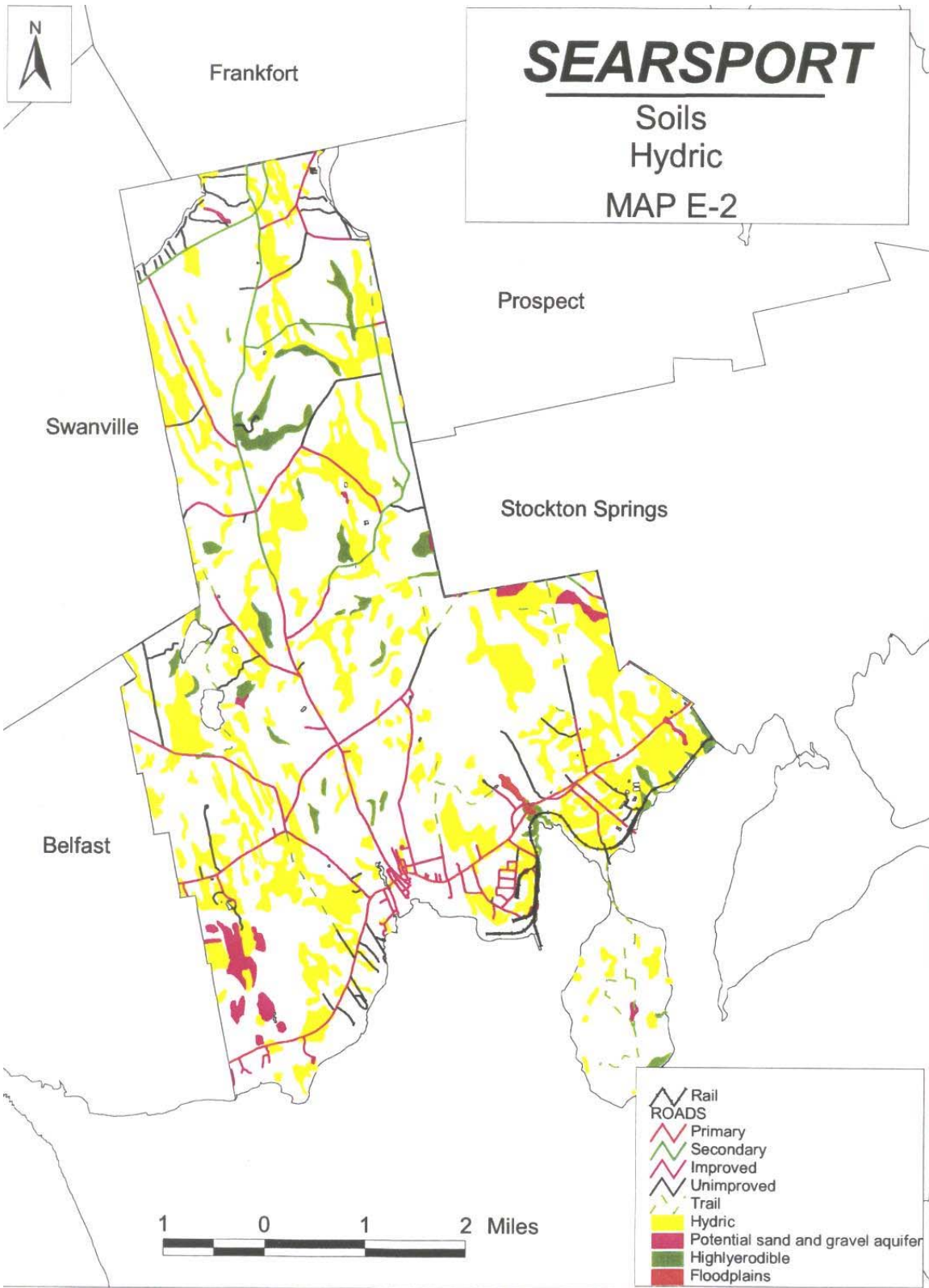
The planning board will continue to protect the town's water supply through vigilant administration of the town's Shoreland Zoning Ordinance.

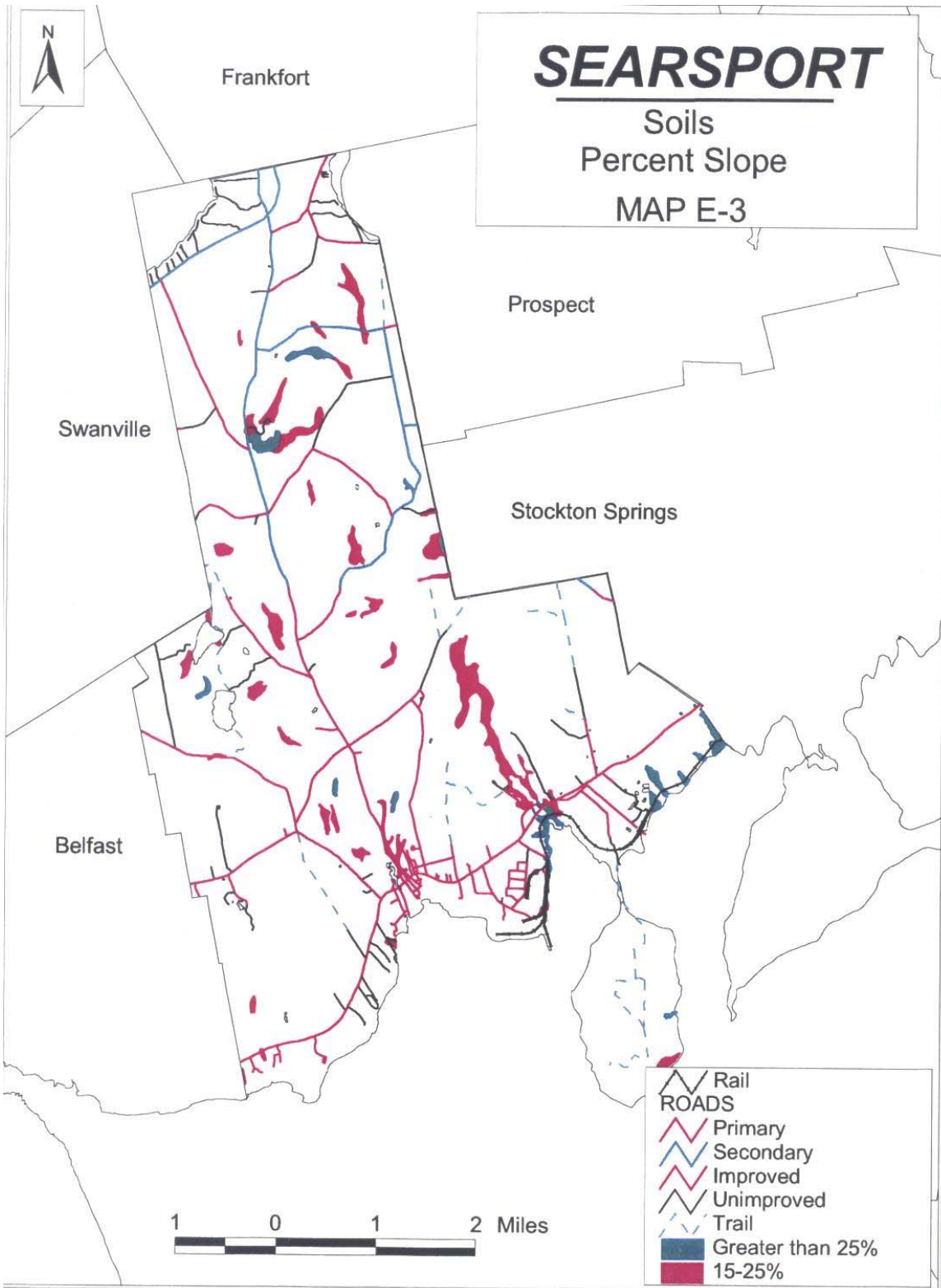
The town will apply for an implementation grant to write their future land use ordinance.

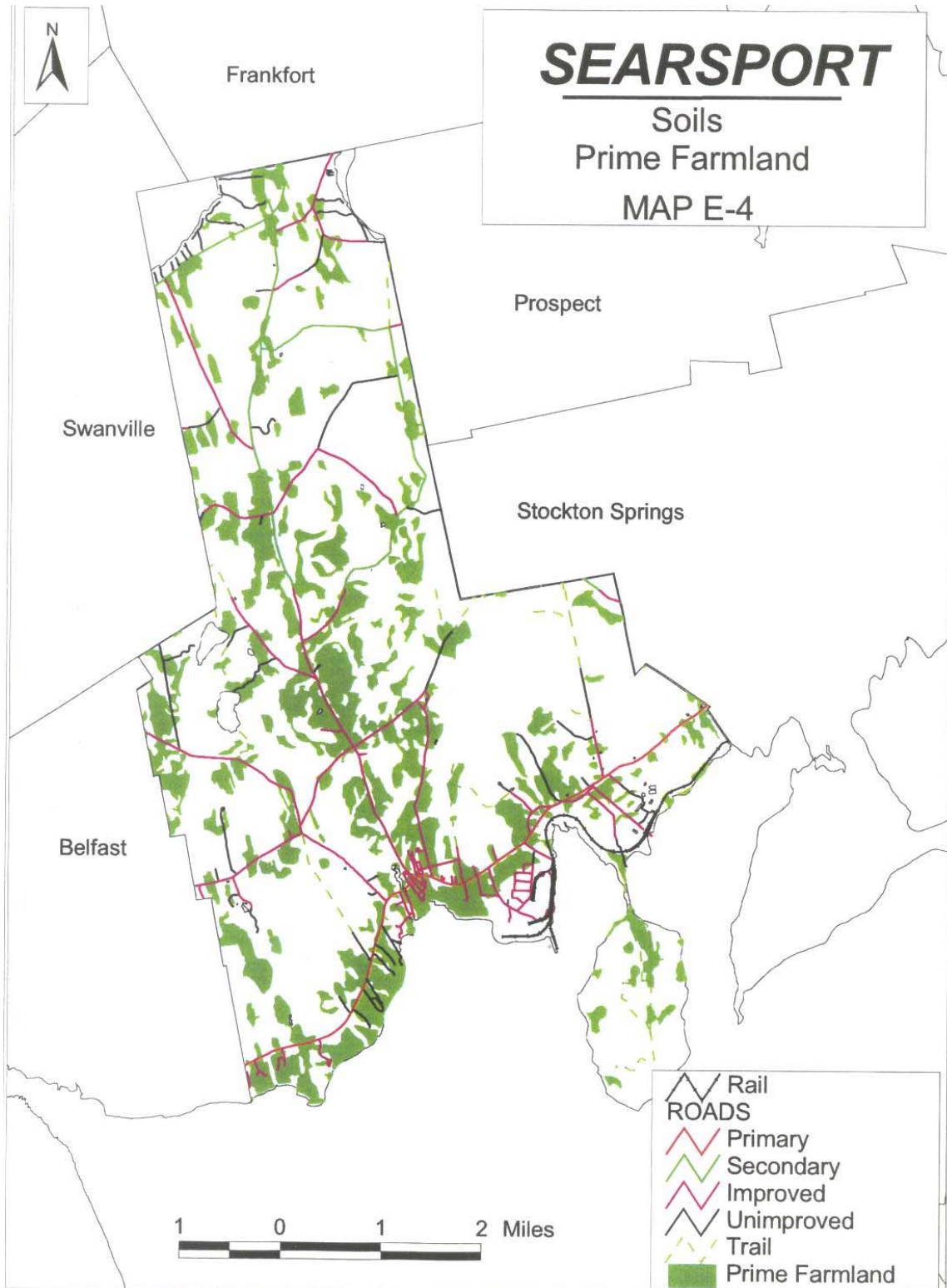
Long-term: *(To be accomplished within five to ten years)*

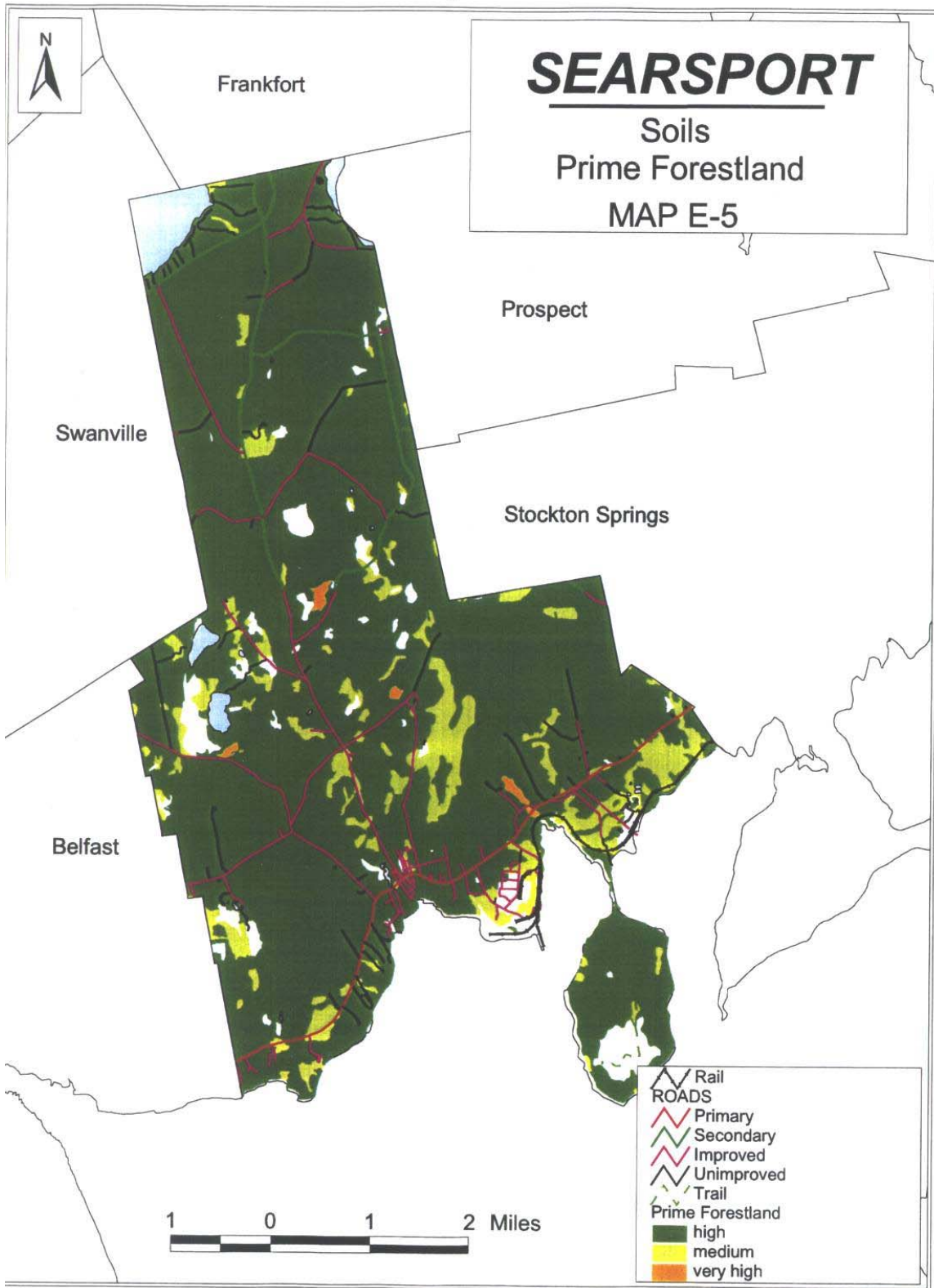
The conservation Committee will monitor the effectiveness of the regional water quality protection measures and insure preservation during the next decade.

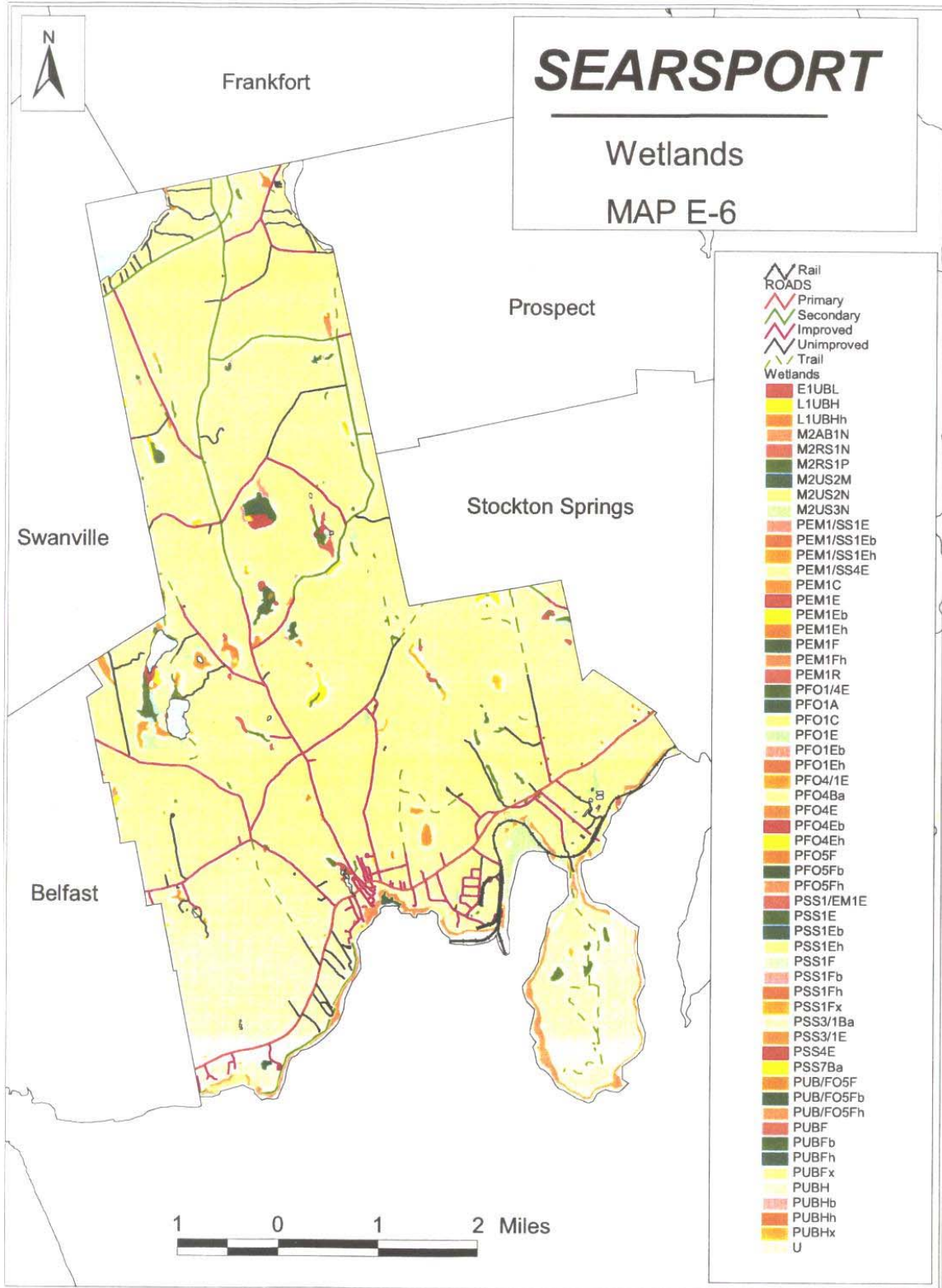


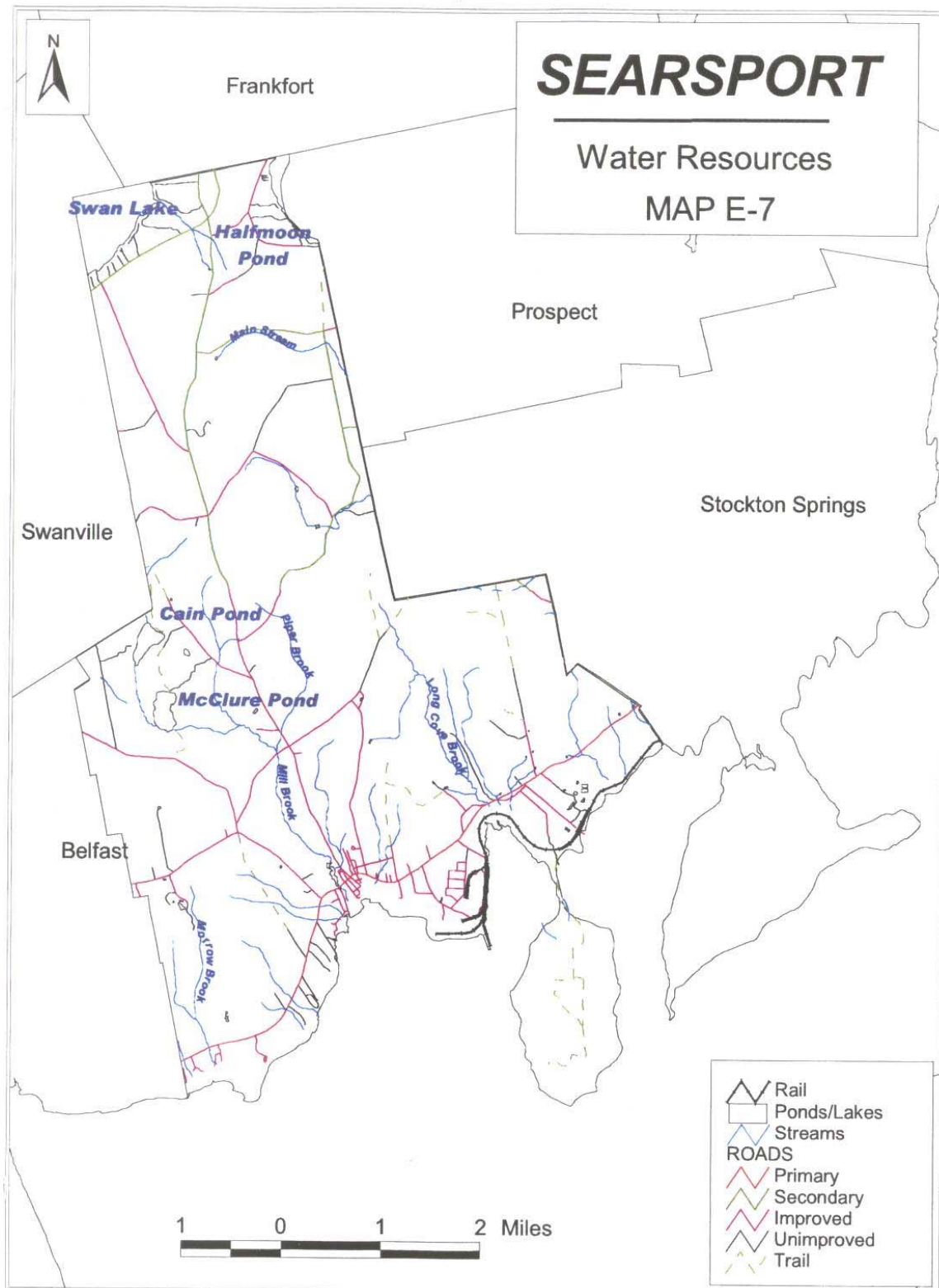


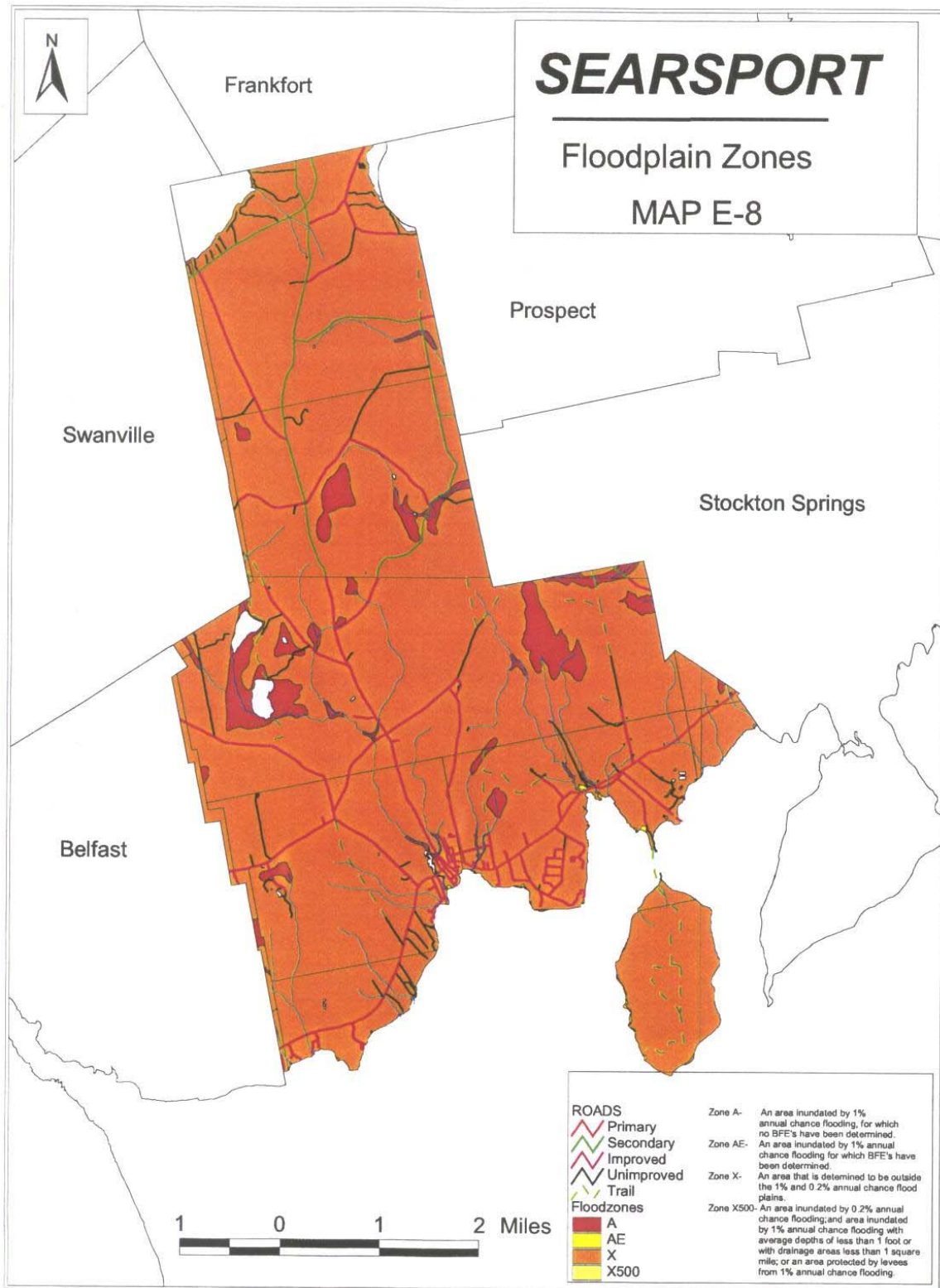


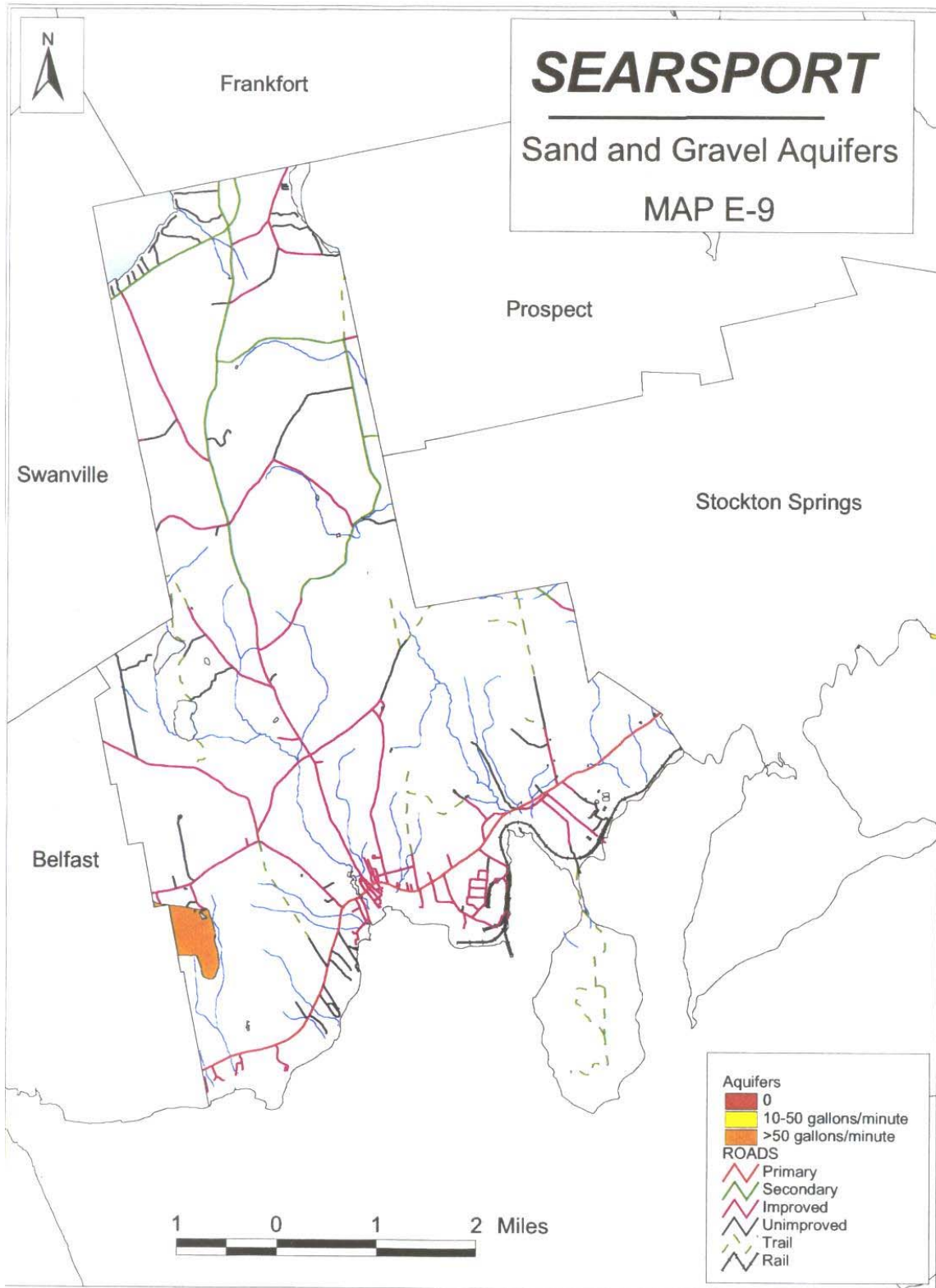


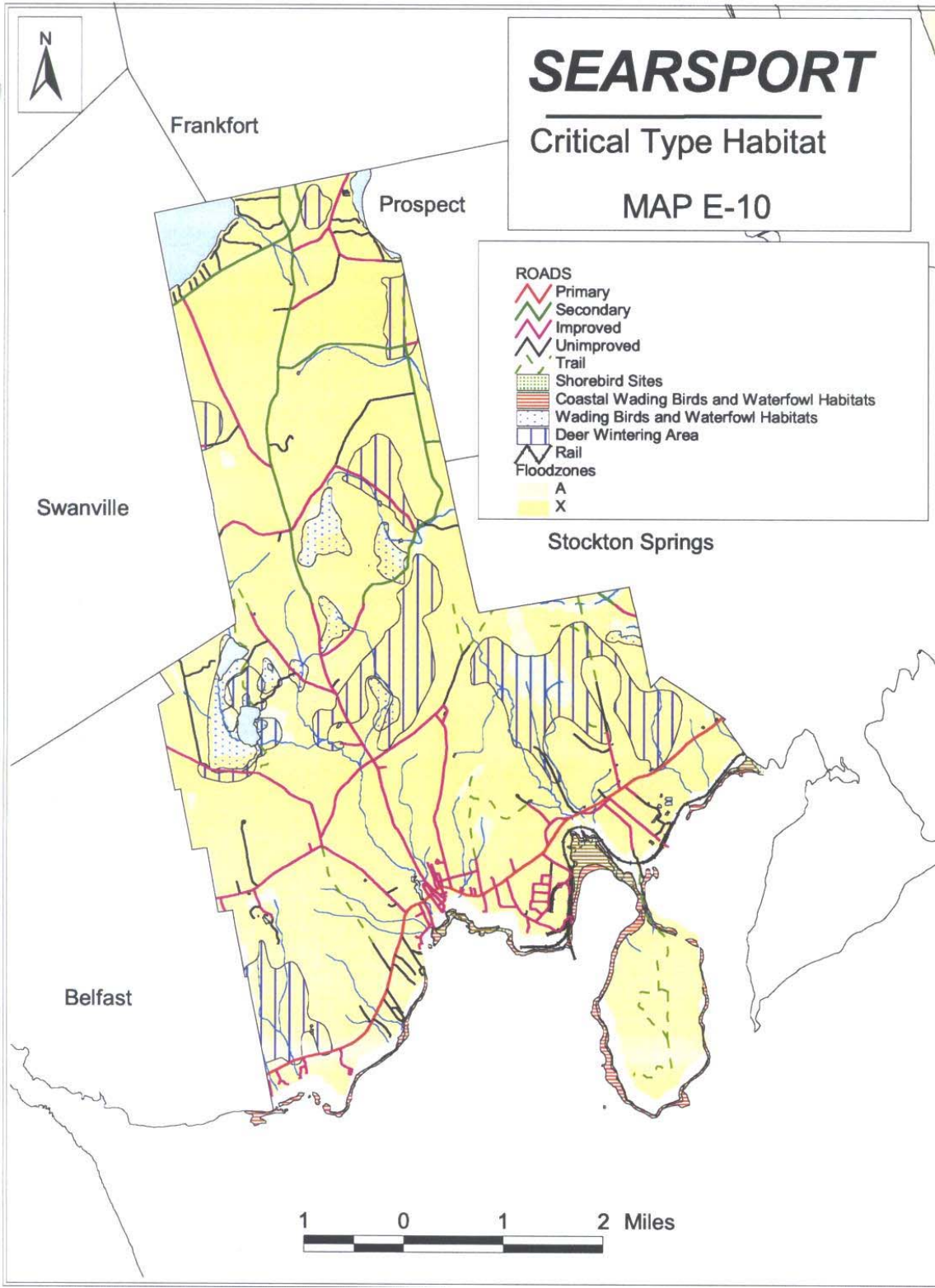






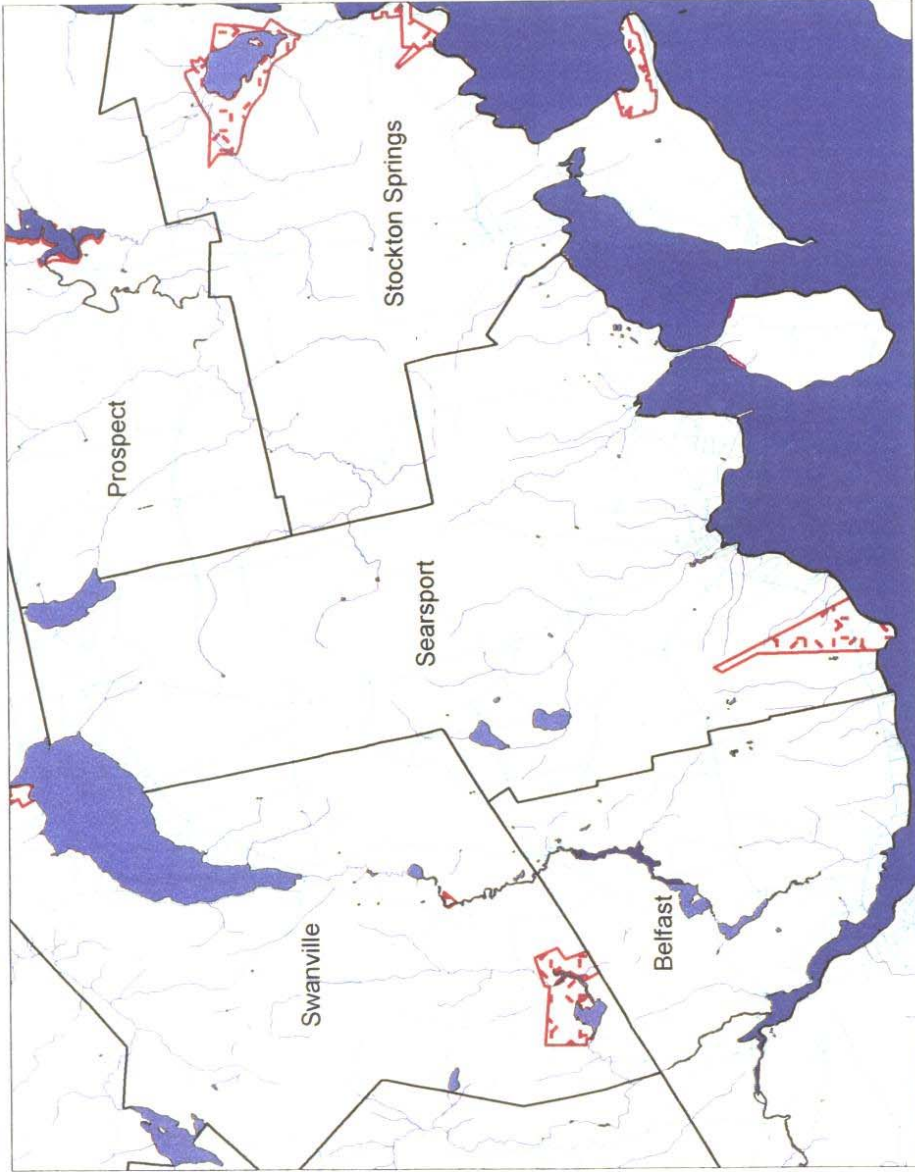






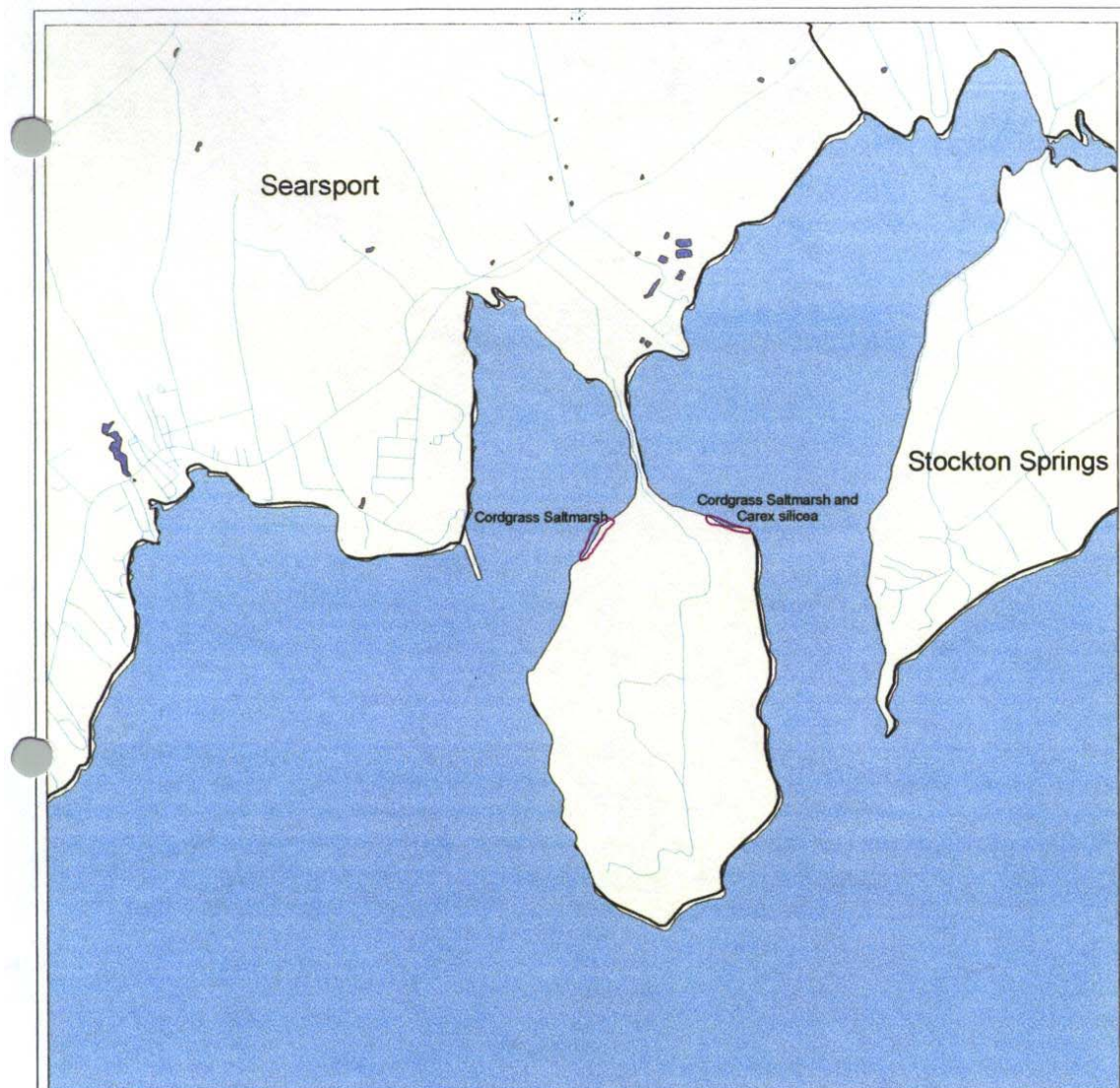
Town of Searsport MAP E-11

- Plant/Community Boundaries
- Town Boundaries
- Roads
- Conservation Lands



Rare or Exemplary Botanical Features
Natural Areas Division of the
Maine Department of Conservation





Town of Searsport Rare and Exemplary Botanical Features

MAP E-12

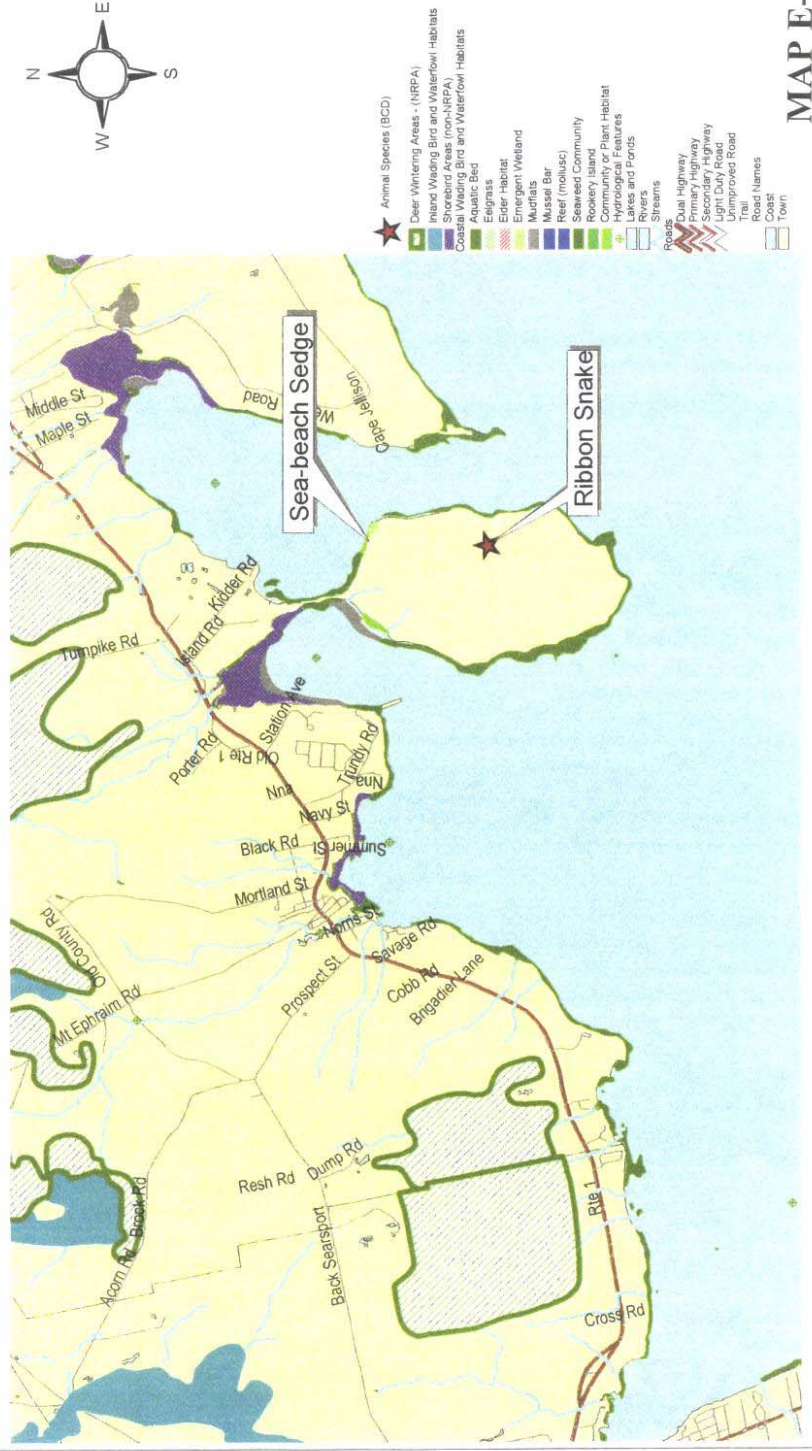


	Plant and Community Boundaries
	Roads
	Ponds
	Coast
	Town Boundaries

0.2 0 0.2 0.4 Miles

IF&W Report - Searsport Habitat Inventory (map 1 of 2) for Penobscot Valley Council of Governments

01/26/2000



Department of Inland Fisheries and Wildlife

(207) 547-5318

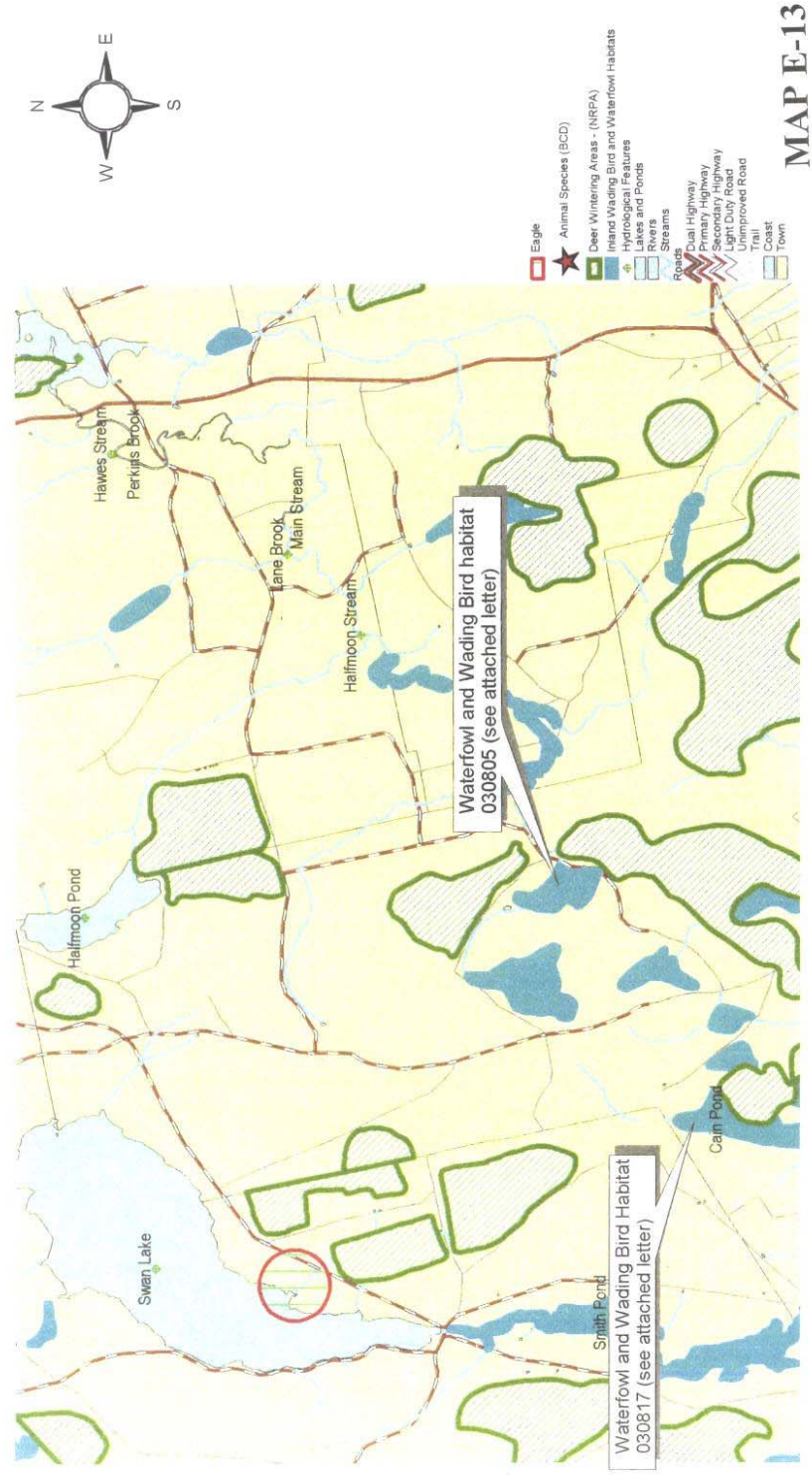
Biologist Notes

This map represents the best available data but does not identify all wildlife habitats. Data for rare plants/communities can be obtained from the Maine Natural Areas Program.

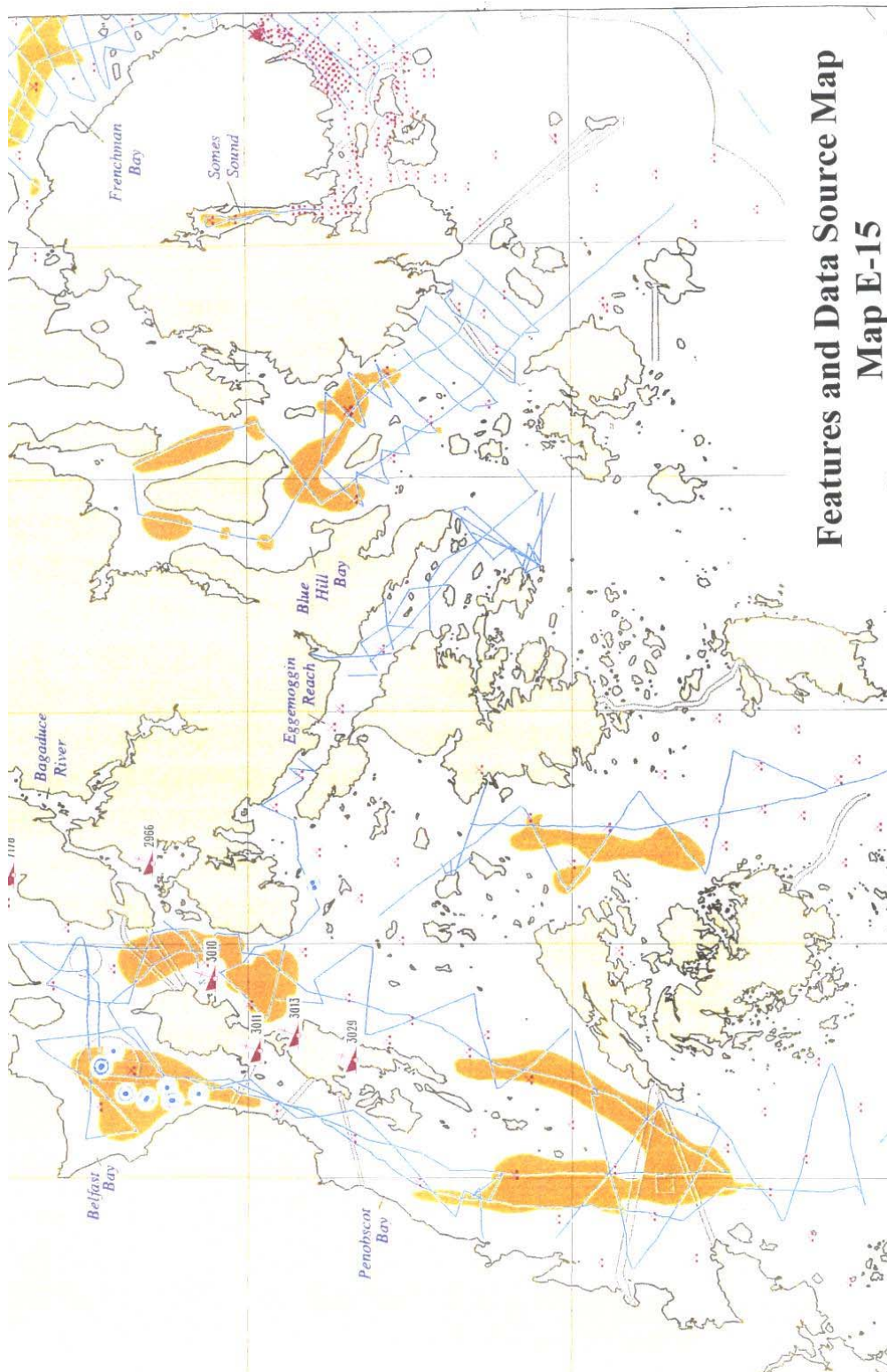


IF&W Report - Searsport Habitat Inventory for Penobscot Valley Council of Governments

01/26/2000



<p>Department of Inland Fisheries and Wildlife</p> <p>(207) 547-5318</p>	<p>Biologist Notes</p> <p>This map represents the best available data but does not identify all wildlife habitats. Data for rare plants/communities can be obtained from the Maine Natural Areas Program.</p>	<p>1 0 1 2 Miles</p>
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Features and Data Source Map Map E-15

Seismic reflection profile tracklines

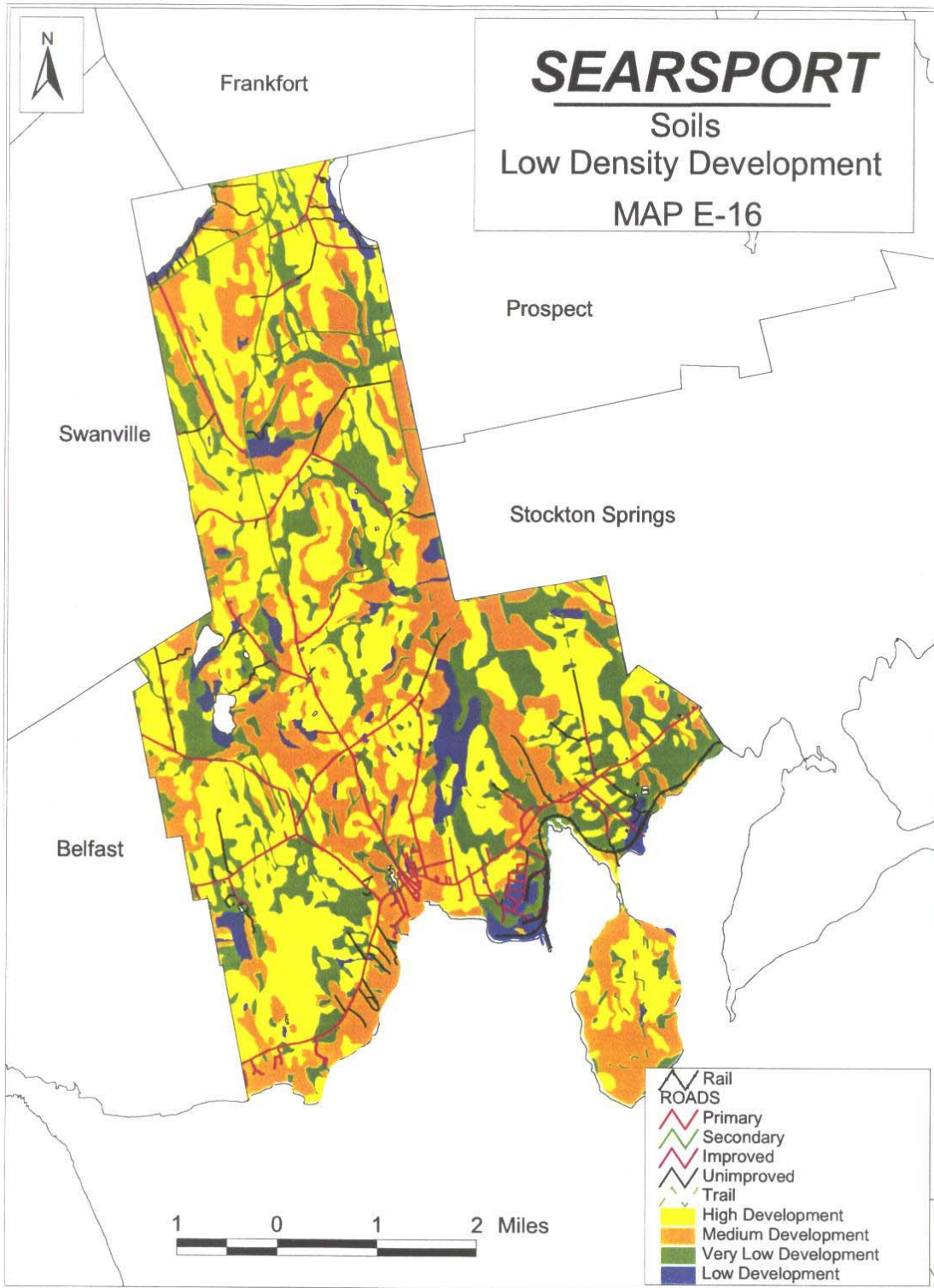
Submersible dives

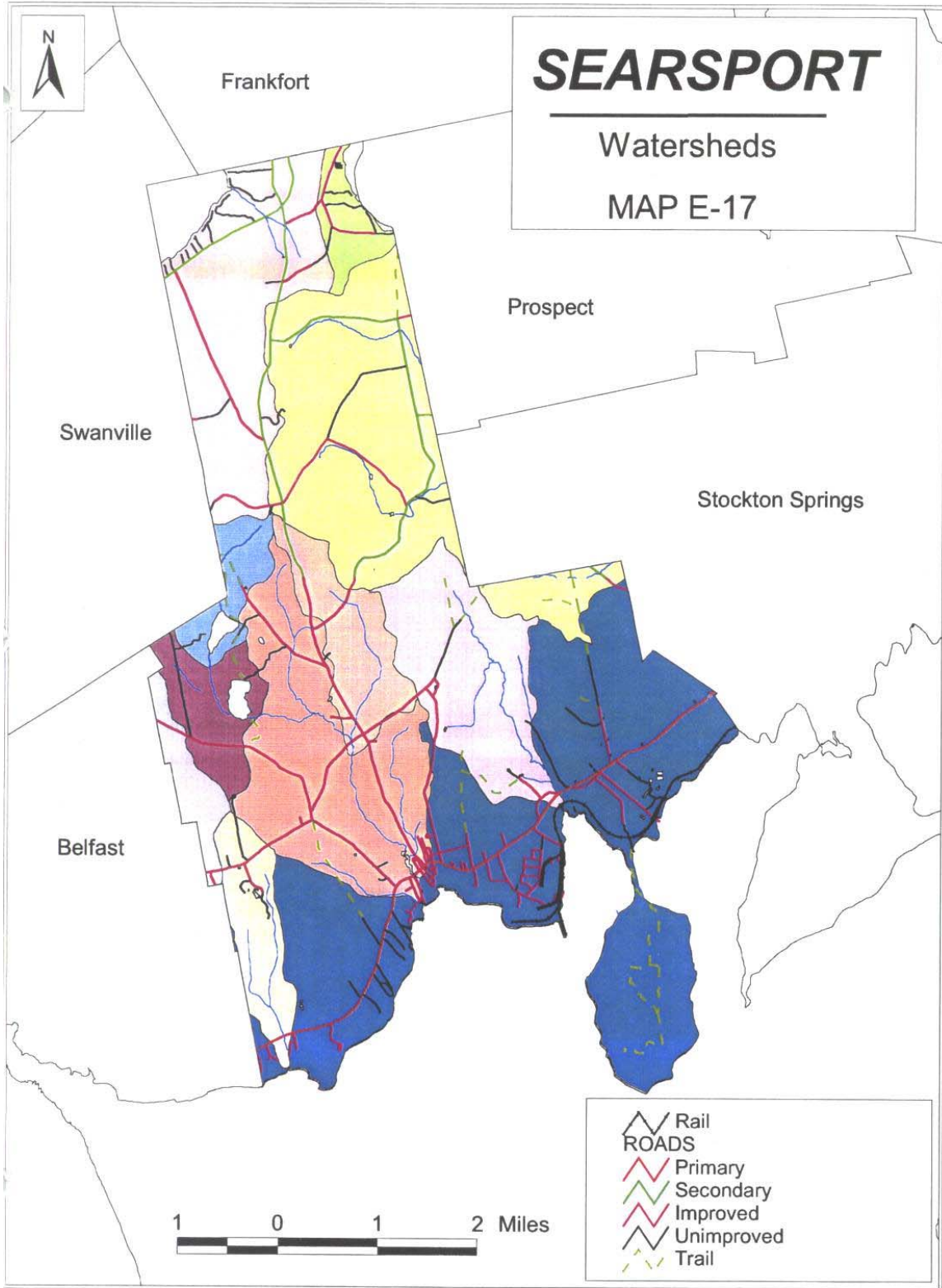
Shipwrecks with ID#, see: *The Seafloor Revealed* for more source information

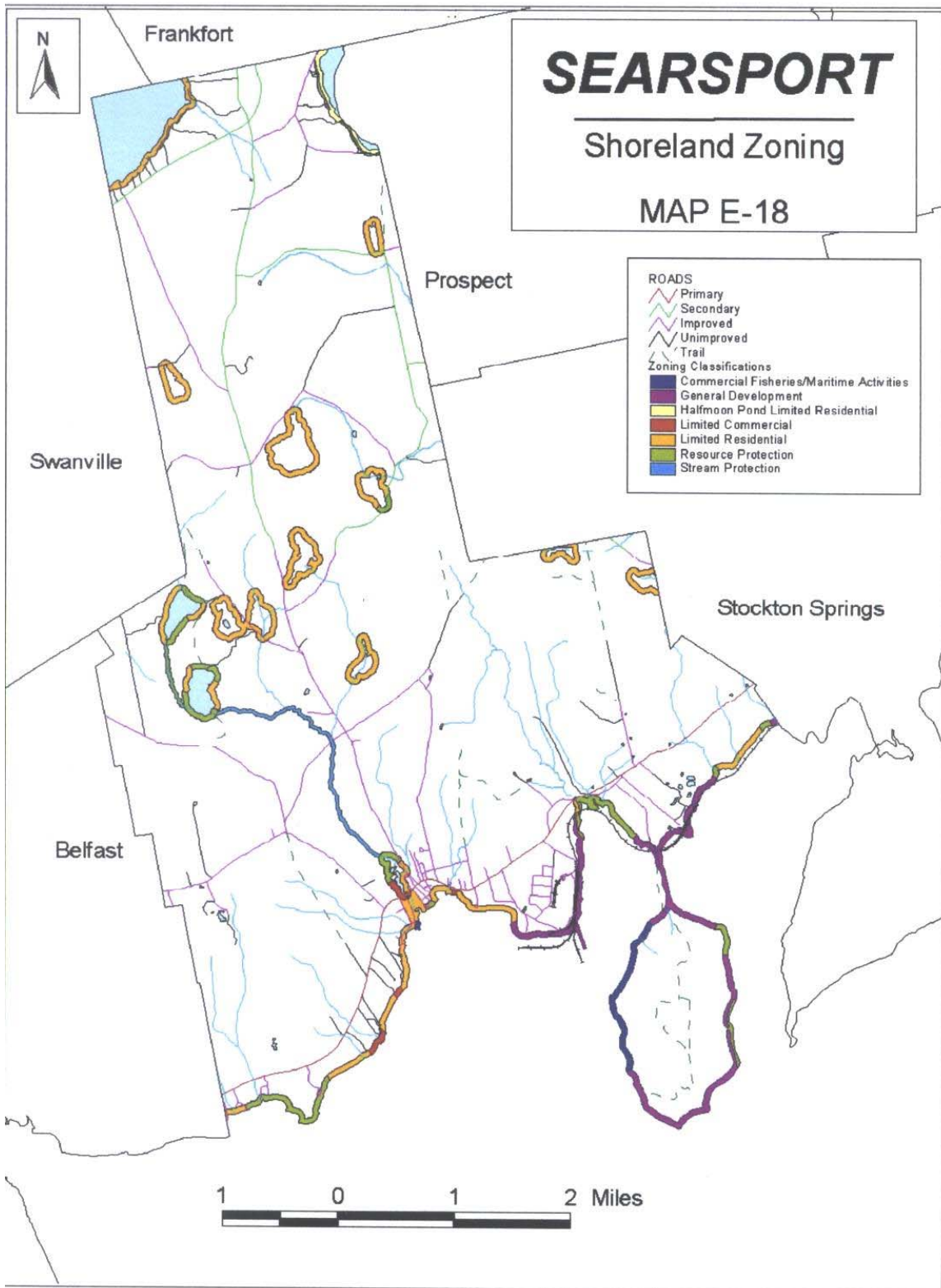
Misc. features, dump sites, cable areas, Territorial Sea (3 nmi) limit

Samples, Smith-MacIntyre grabs and vibracores

Natural gas deposits, buried beneath the seafloor







Housing and its affordability are very important for the town of Searsport. The goal of this section is to encourage and promote affordable, decent housing opportunities for all Searsport residents.

The history of Searsport's housing dates back to the late 18th century. During the 19th century, during the town's seafaring historical zenith, many stately homes with ocean views were built. These large homes are frequently sought by out-of-state buyers due to their history, style and scenic views. Coastal property is in high demand due to the limited availability. Many individuals purchase these structures to retire to Maine, to start a home business such as an antique shop or a bed-and-breakfast, or to maintain as a vacation or second home. Currently, it is becoming increasingly difficult for local people to continue to own or to acquire these properties due to the average income in the area.

Searsport also has rural housing stock away from Route One. These rural homes range in style, condition and value.

It is necessary to ensure that affordable housing exists for all Searsport residents since home ownership is part of the "American dream."

HOUSING UNITS

Number of Units

The number of year-round housing units is important to consider when planning. The table below shows total housing units for Searsport and the county. In 1990, a total of 1,237 housing units existed in Searsport of which 258 were unoccupied or seasonal. In 1980, Searsport had 795 total households. This number had grown to 979 by the 1990 census.

It is important for Searsport to maintain sufficient housing stock so that prices do not become over-inflated and to maintain a supply large enough so that expanding or new businesses can find reasonable housing for new employees moving into the area. It is anticipated that Searsport's housing units will increase to 1,526 by the year 2010 to accommodate the future projection population level of 2,726. This is discussed further in this section and under growth areas in the proposed land use section of this comprehensive plan.

Chart F-1

NUMBER OF TOTAL HOUSING UNITS							
	1970	1980	1990	2000	70-80 % Chg.	80-90 % Chg.	90-00 % Chg.
Town of Searsport	738	977	1,237	1,370	24	21	10
Waldo County	-	9,804	16,181	18,904	-	39	14

Source: U.S. Bureau of Census.

Chart F-1A

PROJECTED NUMBER OF TOTAL HOUSING UNITS							
	1990 Census	2000 Census	2005 Project.	2010 Project.	90-00 % Chg.	00-05% hg.	00-10 % Chg.
Town of Searsport	1,237	1,370	1,392	1,526	10	2	9

Source: US Census, 2005 Projections, Claritas, 2010 Projections, PVCOC

Projected Number of Total Housing Units

Chart F-1A above indicates the total number of projected housing units for Searsport and the County. The 2005 projections are based on information obtained from Claritas. PVCOC projected the 2010 numbers based on historical trends. In 2000, Searsport had a total of 1,370 housing units. Between 1990 and 2000, the town experienced a 10% growth in its housing stock as compared to 14% at the county level. As indicated in the population section of this document, for the same time period, the town experienced only a 1.5% increase in its population to 2,641 with the average household size declining by 12% to 2.34 persons per household. The ratio between population and total housing units went from 0.48 in 1990 to 0.52 in 2000. Based on the State Planning Office's population projections of 2,726 for 2010 for the town, and assuming a similar rate of change in the ratio between population and total housing units, it is anticipated that in 2010 there will be up to 1,526 total housing units in Searsport. However, changes in land uses and the economy will also help determine the actual growth of the town over the next ten years.

Structure Type

The type of housing units is an important indicator of affordability, density, and the character of the community. Within a community there should be a diverse distribution of types of homes to provide variation according to affordability and style.

In the 1970s, according to housing counts from the State Planning Office, Searsport had a total of 687 housing units. Single units accounted for 85.5 percent, apartments accounted for 7.2 percent and mobile homes were 7.1 percent.

During the 1980s in Searsport, single units accounted for 69% of the total housing units, apartments 12% and mobile homes 19%. The number of Searsport's mobile homes between 1980 and 1990 showed a 78% increase, while it rose by 121% in Waldo County and approximately 80% statewide.

The following table titled "Units in Structure" shows housing units by structures. In 1990, 88 % of Searsport's housing were single family. One-unit stick-built housing accounted for 65% while mobile homes accounted for 23%.

In 1999 the town inventoried the housing stock based on assessing records. This review indicated that there were:

- 317 mobile homes of which approximately 100 are located in mobile home parks. Of these mobile homes, approximately 184 pre 1975, 70 are 1976-1989 and 63 are 1990 or newer;
- 720 single-family dwellings of which approximately 281 are 30 years old or newer;
- 9 multi-family;
- 15 apartment buildings (approximately 150 units);
- 56 seasonal properties;
- 12 bed and breakfasts;
- 1 nursing home;
- 157 commercial properties;
- 66 industrial properties; and
- 30 other properties, including churches and town-owned, etc.

Searsport has three mobile home parks:

- Kinney's Park is located at 21 Back Searsport Road and contains about 100 mobile homes. The mobile homes located on this 70 acre +/- site are approximately one-half 1976 vintage or earlier and half are 1977 or newer. These homes each have their own sewer system and share the on-site water supply. This park may be a cause for future concern as the age of the water and wastewater systems increase.
- Colcord's Park is located at 240 West Main Street and contains 18 sites of which 12 are currently occupied. The park consists of mostly older mobile homes.
- Sennett's Park is located at 12 Black Road South and contains two older mobile homes.

Although the 1999 numbers are not directly comparable to the 1990 census data since they are categorized differently, it does indicate an increase in the number of mobile homes. Perhaps the most striking aspect of the town's information is the fact the majority of the mobile homes are 1975 or older which predates safety standards established by Housing and Urban Development. Searsport has applied for housing grants to address the health and safety issues relating to substandard structures. Please see the end of this section titled "Housing Rehabilitation Project" for additional information

Chart F-2

UNITS IN STRUCTURE						
	Town of Searsport				Waldo County	State of Maine
	1980	1990		1980-90 % Chg.	1980-90 % Chg.	1980-90 % Chg.
		Num.	%	%	%	%
One-unit	599	797	65	33	61	11
Multi-unit	99	153	12	55	24	36
Mobile Home	161	287	23	78	121	80
Total units	859	1,237	100	44	65	17

Source: U.S. Bureau of Census

Housing Stock

Maine's housing stock reflects the state's history, the uniqueness of its culture and the independent character of its people. The largest percentage of the state's housing stock was built prior to 1940, with 35 percent, as illustrated in the table below. Thirty-six percent (36%) of Waldo County's housing dates prior to 1940, compared to 34 percent for Searsport. Many of these units require rehabilitation and are occupied by low to moderate income (LMI) residents. Twenty-five percent (25%) of Searsport's housing stock was built between 1940 and 1969, compared to 22% for the county and 24% for the state. The town and state's percentage of housing stock that was built between the 1970s and 1990s is identical, with the county showing a slightly larger percentage for the same time period. A large portion of Searsport's housing stock located away from Route One is considered to be in fair condition and requires rehabilitation.

Substandard units can be found throughout the town but are concentrated mostly in the rural areas. Searsport residents are concerned that the physical appearance of some buildings could

detract from the desirability of Searsport as a place to live or visit. The high percentage of old houses contribute to the deterioration of Searsport's housing stock.

Houses built prior to the 1940s are more likely to be in substandard condition and in need of insulation, maintenance, and repair which together raise health and safety concerns. They are more likely to be deteriorating and, therefore, incurring a loss in the market, or requiring extensive rehabilitation before being marketable. Aging houses, not properly cared for, will impact the quality of the housing stock. It is important for all of Searsport's residents to be aware of existing rehabilitation funds and for renters to be aware of their rights to a certain level of maintenance by their landlords.

Chart F-3

YEAR OF STRUCTURE BUILT				
	Town of Searsport		Waldo County	State of Maine
	Num.	%	%	%
1980 to March 1990	255	21	22	21
1970 to 1979	250	20	22	20
1940 to 1969	308	25	20	24
1939 or earlier	424	34	36	35
Total housing stock	1237	100	16,181	587,045

Source: U.S. Bureau of Census 1990

HOME OCCUPANCY

Tenure

Home ownership is a good indicator to assess the overall standard of living in an area. One way to trace home ownership changes over time is to compare owners and renters as proportions of total occupied housing, as illustrated in the following tables. A high rate of owner-occupied housing is typical for Maine communities. Between 1980 and 1990, Searsport's percentage of owner-occupied housing units decreased slightly. The percentages for ownership in the county and the state also remained stable with only a slight increase between 1980 and 1990. The continued housing needs of older residents, as they live longer healthier lives, with some moving into smaller units and others remaining in their family homes, will contribute to the increase in demand for renter-occupied housing. The high level of home ownership may present a unique situation for lower income residents, as quality rental units may be rare and the price may be inflated. Rights exist for renters to assure a safe and sanitary housing environment. Also, subsidized rental housing development and renter assistance programs help to make housing more affordable for renters. With the exception of the programs offered through the Waldo County Committee for Social Action Program and Rural Development (formerly FmHA), there is little available to assist low-income homeowners to attain or maintain safe and affordable housing.

The value of owner-occupied housing units increased by 42 percent for Searsport, 37 percent for Waldo County, and 44 percent statewide. The following charts show the median value of a contract rent for renter-occupied housing for 1980 and 1990. During the 1980s, Searsport's renter-occupied units increased by 12 percent, compared to a gain for both the county and the state, at 21 and 29 percent respectively. The town's increase in the median value of housing units and the increase in the median value of contract rent can be attributed to the town's overall economic situation. The

charts also demonstrate that Searsport's median value of housing units was higher than the county and less than the state's in both 1980 and 1990. The town's median value of contract rent was lower, in 1990, than both the county and the state's.

Chart F-4

HOUSING OCCUPANCY 1990											
	Town of Searsport					Waldo County			State of Maine		
	1980		1990		2000	1980	1990	2000	1980	1990	2000
	Num.	%	Num.	%	%	%	%	%	%	%	%
Owner-occupied	635	80	748	76	75	80	81	80	70	71	72
Renter-occupied	163	20	231	24	25	20	19	20	30	29	28
Total	798	100	979	100	100	100	100	100	100	100	100

Source: U.S. Bureau of Census

Chart F-5

OWNER OCCUPIED HOUSING						
	Median value of housing units				% Chg. 1980-1990	
	April 1, 1980		April 1, 1990			
	Actual \$*	1990 \$	Actual \$	1990 \$	Actual \$	1990\$
Town of Searsport	33,400	54,509	76,400	77,622	128.7	42
Waldo County	32,400	52,877	71,500	72,644	120.7	37
State of Maine	37,900	61,853	87,400	88,798	131	44

Source: Maine Department of Labor

Actual \$ figures correspond to the one reported in the Census every 10 years.

1990 \$ figures (constant dollars) correspond to the Census figure adjusted for inflation.

The difference between actual 1990 \$ and constant 1990 \$ figures can be explained by the fact that the 1990 Census figures are gathered in 1989 and then adjusted for inflation.

Chart F-6

RENTER OCCUPIED HOUSING						
	Median value of contract rent				% Chg. 1980-1990	
	April 1, 1980		April 1, 1990			
	Actual \$*	1990 \$	Actual \$	1990 \$	Actual \$	1990\$
Town of Searsport	153	250	275	279	80	12
Waldo County	146	238	283	288	94	21
State of Maine	173	282	358	364	107	29

Source: Maine Department of Labor

* "Actual \$" figures correspond to the one reported in the Census every 10 years.

1990 \$ figures (constant dollars) correspond to the Census figure adjusted for inflation.

The difference between actual 1990 \$ and constant 1990 \$ figures can be explained by the fact that the 1990 Census figures are gathered in 1989 and then adjusted for inflation.

VACANCY RATE

In 1990, 20% of Searsport's housing units stood vacant which is similar to the county's 24% vacancy rate. According to the 2000 Census, the vacancy rate for the town showed a slight decline to 18% while the county's rate declined to 22%.

The vacancy rate is of concern to a community if it is too high or too low. High vacancy rates may lead to abandonment or nonprofitable housing markets, while low vacancy rates lead to competition for housing and inflated prices. It is important to keep these two items in balance.

HOUSING AFFORDABILITY

Many factors contribute to the challenge of finding affordable housing. Including population dynamics, especially internal migration to job growth areas; the emergence of the "baby boom" generation; older residents living longer, healthier lives at home; more single parent households, and generally smaller household sizes than in previous years.

Many people in Maine are affected by a lack of affordable housing including: older citizens facing increasing maintenance costs and property taxes; young couples unable to afford their own home; single parents trying to provide a decent home; low income workers seeking an affordable place to live within commuting distance; and grown children seeking independent housing.

Affordability

The affordability of housing units is of critical importance for any municipality. High costs are burdensome to individuals, to governments, and to the economy of the area. Excessively high housing costs will force low to moderate income residents to leave the community, having an impact on the labor force.

The Maine Department of Economic and Community Development (MDECD) has suggested that communities consider options for affordable housing. Affordable housing can include manufactured housing, multi-family housing, government-assisted housing for LMI families, and group and foster care facilities. In addition, decreased unit sizes, smaller lot sizes, increased density, and reduced frontage requirements can contribute to a community's affordable housing stock.

More generally, affordable housing means decent, safe, and sanitary living accommodations that are affordable to LMI people. Searsport's very low-income households are households with annual income of less than or equal to 50 percent of Waldo County median annual family income. Low-income households are households with annual incomes more than 50 percent, but less than or equal to 80 percent, of Waldo County median annual family income. Moderate-income households are households with annual incomes more than 80 percent, but less than or equal to 150 percent, of Waldo County median annual family income.

A renter-occupied housing unit is considered affordable to a household if the unit's monthly housing cost (including rent and utilities) does not exceed 30 percent of the household's gross monthly income. An owner-occupied housing unit is considered affordable to a household if the unit's selling price/market value can reasonably be anticipated to result in a monthly housing cost (including mortgage and interest, mortgage insurance, homeowner's insurance, and real estate tax) that does not exceed 28 to 33 percent of the household's gross monthly income.

Chart F-7 below shows the affordable monthly rent and affordable selling prices for very low, low and moderate-income groups for in 1994. Although these particular breakdowns are not available

for the town of Searsport, the figures are estimated to be somewhat similar. The number of housing units by value is based on Searsport's housing stock.

According to the assessing office, currently in Searsport an average buildable lot price (without improvements) would cost between \$11,000 and \$22,000.

Chart F-7

AFFORDABLE HOUSING RENTS AND SELLING PRICES, 1994						
Median annual family income \$	Household income group	Annual income range \$	Percentage of total households	Affordable monthly rent \$	Affordable selling price \$	Num of housing units by value*
\$27,665	Very low income	Up to \$13,800	33%	Up to \$290	Up to \$36,800	314
	Low income	\$13,800 to \$22,100	20%	Up to \$530	Up to \$76,200	452
	Moderate income	\$22,100 to \$41,500	34%	Up to \$1,020	Up to \$131,400	53

Source: Maine Dept. of Economic and Community Development and * town of Searsport's assessing dept. for units by value.

Unit number does not include seasonal dwellings or commercial properties with attached dwellings. Percentage of total households contains a margin of error due to a difference in reported categories.

Ownership

Traditionally, Maine residents have been moderate income people who owned their homes. While it was often a struggle for Maine people to realize their dream of home ownership, having and owning a home was generally within the grasp of the working Maine household. Since the prices of homes are increasing at a faster rate than the median household income, purchasing a home today is becoming more of a challenge.

One way to gauge the financial ability to buy a home is to establish a ratio between the price of the property and the income of the person wishing to buy, as demonstrated in the following chart. It should be noted that no particular number has been set which would reflect the presence of affordable homes, but as the value gets lower, homes become more affordable. Thus, the closer the ratio is to 1, the more affordable the houses are. Purchasing a property in Searsport, the county, and the state has become less affordable in the ten year period from 1980 to 1990. Using both median household income and home values adjusted for inflation, Searsport, Waldo County, and the State of Maine all show an increase in the ratio between 1980 and 1990. Homes are less affordable in Searsport than at the county level and statewide.

Chart F-8

HOUSING AFFORDABILITY						
	Median value of housing based on 1990 \$		Median household income based on 1990 \$		Ratio of median value of housing units to median household income	
	1990	1980	1989	1979	1990	1980
Town of Searsport	\$77,622	\$54,509	\$24,488	\$21,076	3.2	2.6
Waldo County	\$72,644	\$52,877	\$24,375	\$20,998	3.0	2.5
State of Maine	\$88,798	\$61,853	\$29,330	\$24,979	3.0	2.5

Source: Maine Department of Labor

Subsidized Housing

Local, state, and federal governments have a number of different program subsidized housing. In most cases, the efforts of the different levels of government are integrated, with funding and operation and jurisdictional fields overlapping.

The United States Department of Housing and Urban Development (HUD) is the primary Federal agency dealing with affordable housing. Part of the United States Department of Agriculture (USDA), also deals with affordable housing. The Maine State Housing Authority (MSHA) is the state's agency for such issues and Waldo County Committee for Social Action (WCCSA) is the agency for Waldo counties. The town of Searsport does not have a local housing authority but the town does have a General Assistance Program that is used at times to defray housing and utility costs.

Subsidized units are built with state or federal funding for the express purpose of providing housing to lower income individuals and families. A housing project or development may be entirely formed by subsidized units, or the project may be of mixed uses. Subsidized units are typically available to individuals below certain income guidelines, and residents are expected to pay a fixed percentage of their income as rent.

Housing is also subsidized through certificates and vouchers. Especially when subsidized units are not available, MSHA will provide monies for citizens to use as payment for rent for non-public units. The town is also reimbursed by the state for general assistance money, which may be given to citizens with short-term immediate needs for housing. Finally, low interest loans through the federal or state governments are also a form of subsidy.

Even though elderly and family housing units may appear to be the solution to affordable housing problems, rent is only one of the many housing expenses. Our subsidized housing problems include poor insulation and heating which can inflate total housing expenses.

Rental assistance and vouchers are used to compensate when subsidized housing units are not available. These forms of assistance are often more expensive than providing actual units, and thus it may be in a community's best interest to facilitate the construction of housing units and/or projects. According to Searsport's assessing office, there are three low income developments, which include the following:

- Mariner Woods is a 24-unit facility located at 27 Mortland Road.
- Harbor Lights Square is a 25-unit facility located at 17 West Main Street.
- Pine Grove Apartments is a 50+/- unit facility located on Union Street.

An overlap exists between the need for "affordable and appropriate" housing and the need for "subsidized" housing. Many residents are not eligible for subsidies, but are not able to maintain houses by themselves and may not be able to afford high rents.

SUBSTANDARD CHARACTERISTICS

A diverse population occupies Searsport's substandard housing units. Chart F-9 shows that within the town are 107 housing units that lack complete plumbing facilities, 89 that lack kitchen facilities

and 34 units that do not have a telephone. These numbers are not necessarily representative of the reality, because Searsport has 156 housing units that are utilized for seasonal, recreational, or occasional uses. This chart was intended to provide only a general picture.

Chart F-9

SELECTED CHARACTERISTICS 1990	
Town of Searsport	
Lacking complete plumbing facilities	107
Lacking complete kitchen facilities	89
No heating fuel used	None Reported
No telephone in housing unit	34

Source: U.S. Bureau of Census

BUILDING CODES AND SAFETY STANDARDS

Searsport employs a part-time code enforcement officer (CEO) to oversee building permits, which are aimed at making sure the State Electric Code and the Plumbing Code are met. The CEO also assures that new and remodeled homes meet state regulations.

An informal review of the 1989 to 1999 building permits was performed based on the town's tax maps to determine where development was occurring. The permits were categorized based on each tax map and percentages were calculated. A margin of error exists within this study since all building permits are not mandatory. The study found that tax map number 5 contained the majority of permits at 20%, while map 3 had 15% and map 2 at 13%. Maps 17, 18 and 20 had the least number of permits at 0.05%. Tax map number 5 is the northern portion of Searsport that is adjacent to Swanville, Frankfort and Prospect. Tax map number 3 is also located in the northern rural portion of Searsport along the Belfast town line. Tax map number 2 is the area of town that is located north of Route One. For the areas with the least permits, maps 17 and 18 are rural, located on the Mt. Ephraim Road and map 20 contains the lots abutting Swan Lake.

HOUSING REHABILITATION PROJECT

The town of Searsport has applied for, received and implemented a Community Development Block Grant for housing rehabilitation. The project, which was completed in 2001, supplied assistance to 25 properties. The scope of the project ranged from the total replacement of one mobile home to typical maintenance and repair for some of the other properties. Seven properties that applied were not serviced and additional applications were received after the deadline, which would appear to indicate that all of the needs of the community were not met through this particular project.

WALDO COUNTY - TOWN DATA

Chart F-10

Place	Total Population ⁽¹⁾	Number of Households ⁽²⁾	Median Household Income ⁽²⁾	Total Taxable Retail Sales ⁽³⁾
Belfast	6,337	2,579	\$19,884	\$85,890,000
Belmont	628	241	23,529	*
Brooks	903	352	16,818	1,450,000
Burnham	1,017	343	19,511	2,560,000

Section F**Housing**

Place	Total Population ⁽¹⁾	Number of Households ⁽²⁾	Median Household Income ⁽²⁾	Total Taxable Retail Sales ⁽³⁾
Frankfort	1,088	341	22,163	690,000
Freedom	626	210	20,694	600,000
Islesboro	624	272	23,068	1,830,000
Jackson	472	152	22,353	*
Knox	662	234	20,000	710,000
Liberty	845	301	19,511	1,780,000
Lincolnton	1,946	728	25,526	7,170,000
Monroe	817	292	25,114	710,000
Montville	961	298	24,219	620,000
Morrill	706	218	24,423	1,210,000
Northport	1,201	502	23,798	2,240,000
Palermo	1,212	372	26,576	1,980,000
Prospect	672	205	30,469	*
Searsmont	1,224	349	24,063	1,740,000
Searsport	2,735	979	23,255	12,420,000
Stockton Springs	1,403	540	29,769	1,920,000
Swanville	1,118	398	21,250	1,190,000
Thomdike	795	257	19,773	2,570,000
Troy	1,005	307	21,548	1,260,000
Unity	1,821	610	19,783	5,590,000
Waldo	610	218	19,196	560,000
Winterport	3,574	1,117	30,852	4,650,000
Waldo County	35,883	12,415	\$23,148	\$142,850,000

Sources: (1) US Bureau of the Census, 1994

(2) US Bureau of the Census, 1990

(3) Maine State Planning Office, 1994

* Sales <200,000 (included in county total)

POLICIES

In order to encourage and promote affordable, decent housing opportunities for all Searsport citizens, the following policies have been developed:

1. The town will continue to recognize the importance of safe, decent and affordable housing for residents.
2. The town will continue to enforce and implement applicable laws, codes, guidelines and ordinances.
3. The town will allow mixed uses and mixed income housing within the appropriate residential areas of the town.
4. The town will pursue grants for housing rehabilitation.
5. The town will develop land use ordinances that are consistent with managed growth.

IMPLEMENTATION STRATEGIES

In order to implement the policies above, the following strategies will be undertaken:

Through the future land use ordinance, the town will continue to encourage affordable housing opportunities by allowing a mixture of appropriate housing types. In this effort, the town will encourage senior citizen housing opportunities and the land use ordinance will provide residential areas that allow single and multi-family dwellings, as well as manufactured housing. Mobile home parks will be allowed in growth areas as indicted in the land use section of this plan.

Performance standards will be incorporated in the future land use ordinance including but not limited to conversions, home occupations and manufactured housing to promote affordable decent housing in Searsport as further described in the land use section of this plan.

The safety standards will be enforced through the code enforcement office and all development within the town will meet the applicable standards. This practice will provide safe housing for the community. The code enforcement officer will enforce and implement the Maine State Subdivision Law, the Maine State Plumbing Code, the National Electrical Code, Shoreland Zoning Ordinance and duly approved municipal ordinances. The code enforcement officer will work with the planning board to address any need for modification to the existing land use regulations that may be appropriate.

The town manager will apply for future grants through a CDBG application for housing rehabilitation and promote MSHA and CAP Agency housing assistance programs. The land use section discusses various frontage and setback requirements within the districts of the town. Land use regulations that require extensive lot sizes will add development costs to subdivisions as well as individual house lots. Appropriate lot sizes, mindful of housing affordability have been identified within the various district descriptions as described in the land use plan portion of this comprehensive plan.

SUMMARY

Some of Searsport's housing stock is in need of rehabilitation. A large portion of Searsport's structures were built prior to 1940 which attributes to their deteriorating condition and the potential for lead-based paint hazards. Many of the mobile homes located not only in the parks but also on privately owned lots predate the 1976 HUD standards for manufactured housing. Currently some individuals are creating affordable housing by placing these older mobile homes on smaller lots.

The majority of Searsport's residents own their homes; however, there was a slight decline in ownership upon comparisons between the 1980 and 1990 Census data.

The town contains an average amount of multi-family housing units and many oceanfront or ocean view homes that are beautiful and historical. These homes, as with most of Maine's coastal properties, are in high demand by many out-of-state buyers. Due to the influx of out-of-state monies, and the demand for Maine's coastal properties, the affordability of these properties to many Maine people is diminishing. Therefore, it is important to assure through appropriate land use allowances that affordable housing will be provided throughout the community. The town will encourage opportunities for senior housing in the form of apartments, multi-family and two-family

allowances within the Residential District. The frontage and setback requirements will support the distinction of growth and rural areas of the town.

On-going: Continue to allow a mixture of residential housing within the residential areas to encourage affordable housing.

Immediate: (To be accomplished within two years)
Continue to enforce and to implement the applicable laws, codes, guidelines and ordinances.

Long-term: (To be accomplished within five to ten years)
Utilize MDECD and MSHA funds for a housing rehabilitation program.

Searsport has numerous resources that offer both passive and intensive recreation opportunities for its residents. Open space includes agricultural and forest lands, wetlands, mountains, lakeshores, and river corridor, as described in the natural resources section of this plan. While not all open space is accessible to the public, areas such as parks, ballfields, and areas for hunting and fishing are all part of open space and will be described in this section. As population rises, pressures on undeveloped land will also increase. The goal of this section is to promote and protect the availability of recreational opportunities for all citizens, including access to surface waters.

RECREATION DEPARTMENT AND PROGRAMS

The town of Searsport has a Recreation Department that is operated through the use of a full-time recreation director, summer workers, volunteers and members of the community. In 1998, the following programs were being offered.

- *Summer Programs and Day Trips:* Bowling/activity day, Acadia Zoo, Trenton Waterslides, Sea Dog's baseball game, Pirates Cove/Echo Lake, Fun Town, roller skating, craft days, game days, scavenger hunts, Moose Point, water games, Megunticook/swimming/hiking, Swan Lake, 2 camp outs, Lake St. George, Belfast City Park, Mosman Park Days/swimming/beach walks.
- *Youth Programs:* Instructional (tee-ball) baseball, Farm League baseball, softball, basketball (K-2 & 3-5), soccer (K-2 & 3-5), cheerleading, art-n-craft, indoor soccer (K-2 & 3-5), group games, board games, movies, open gym, open park and karate.
- *Special Programs:* Basketball clinic, basketball clinic by Husson, soccer tournament, Easter egg hunt, Easter egg coloring, Halloween activities, treelighting, roller skating, Belfast pool, Memorial Day Parade, Christmas sleepover and pizza parties.
- *Summer Camps:* Softball, soccer, baseball and basketball.
- *July 4th Activities:* Bike decorating, row boat race, parade, children muster and fireworks.
- *Adult Programs:* Indoor soccer, 3 on 3 basketball league, 5 on 5 basketball league, Floor hockey, co-ed volleyball, open gym basketball and "over 30" basketball.

Currently, the first floor of the Union Hall is being renovated. It is anticipated that further funding of the renovations will include the second story where the town's original theater is located. When renovated, this theater could be used for community plays and other activities.

The recreation department currently offers quality programs for all ages, but finding locations for these programs is sometimes a challenge. Many of the programs use the school's facilities which cause scheduling conflicts dependent upon the time of year and particular uses and needs of the school department but the recreation department is not charged for the use of these facilities. For example, the only day that the high school is available all day for the town's recreational program is Sunday. The town also utilizes a school department bus for transportation. The recreation department pays a mileage reimbursement to the school and pays the driver. Generally when transportation is required as part of a recreation program "special trip" the child will pay an entrance fee for the program and pack their own lunch and the recreation department will pay for the transportation as described above.

The recreation department is participating in a fund raising effort to place a creative playground at Mosman Park. Approximately \$3,000 of the estimated \$15,000 has already been raised with the anticipation of completing the project during the summer of 2001. The only other available playgrounds are located at the schools.

A community center would provide available space for the department's activities and a meeting space for other organizations. A pool area could be utilized for water activities for both the recreation department and the school system. Currently these items are desirable but not a priority for the town due to fiscal constraints.

LOCAL RECREATIONAL FACILITIES

Moose Point State Park

One of the area's most important recreational facilities is the Moose Point State Park. The park contains 183 acres and is located on Penobscot Bay in Searsport. The presence of this state park in the community provides a wide range of outdoor uses.

The park provides hiking trails, a picnic area, tidal pools and a panoramic view of Penobscot Bay and is operational Memorial Day through September 30.

The information contained in the following chart, details yearly public use of the park based on data compiled by the Department of Conservation, Bureau of Parks and Lands.

Chart G-1

YEAR	DAY USE TOTALS
1993	98,210
1994	76,544
1995	104,515
1996	68,512
1997	71,731
1998	77,002
1999	*74,282

*Does not include the month of December

Mosman Memorial Park

The Mosman Memorial Park Association was formed in 1922 and purchased by subscription from the Mosman heirs. The park stands on a plot of land on the shore front lying between Mosman Avenue and Water Street. It was dedicated in 1923 to the memory of the veterans of World War I. The Memorial Rock for the park plaque was brought from Swan Lake.

Mosman Park provides a beach area, children's playground, picnic tables and barbecue pits, basketball court, baseball diamond and a beautiful view of Penobscot Bay and Sears Island. The recreation department has a small storage facility at Mosman Park where summer recreation equipment is stored.

Other Town Recreation Facilities

Two baseball fields and a soccer field (soccer is actually played on the outfield baseball field which is not of true soccer regulation size) are located at the high school. The ball field is in good condition but the recreation department indicates that a dugout would be a wonderful addition to the facility. There are two tennis courts located on Mortland Road adjacent to the elementary school. They are unusable at present and need resurfacing.

Searsport Pines Golf Course, a private 9-hole course with available cart rentals is located at 240 Mt. Ephraim Road.

Some local opinion indicates that a community center and an enclosed pool is desirable within the town and could provide the solution for the location of many recreation activities; however at this time it is not economically feasible as a priority for the community. A survey could be conducted to determine if support exists for either improvement.

REGIONAL RECREATION

Regional recreation accessible to Searsport's residents include downhill skiing, cross-country skiing, golf, picnic areas, public access to surface waters, and hiking.

There are other state parks located within the region. These include:

- *Fort Point (Fort Pownal)* is located in the neighboring town of Stockton Springs. Fort Point has 154 acres and is considered historical. The park contains a scenic road, picnic area and fishing opportunities. A fee is charged for the use of the park.
- *Camden Hills* is located in Camden and has 5,474 acres. The park contains a camping area, a scenic road, a picnic area and a dumping station. The winter months also bring the opportunity to snowmobile. A fee is charged for the use of the park.
- *Swan Lake* is located in Swanville and has 67 acres. This park offers swimming, picnicking and fishing. A fee is charged for the use of the park.

PUBLIC ACCESS TO SURFACE WATER

There is a paved boat landing in Searsport at the foot of Steamboat Avenue that provides ocean access for the general public. Recreational and commercial fishermen share the ramp, pier and moorings with sail and motor yachts. There is water and electricity available at the dock but no sewer pump-out and no fuel dispenser. During peak use, parking for vehicles and trailers, as well as dingy tie-ups are in short supply. The town wharf is 450' long and contains several floating docks. The wharf has undergone some major renovations during the last year with all but 150 feet being repaired. To date \$650,000 has been expended to date on this project. During the summer months, a maintenance person spends approximately 25 hours per week rebuilding the floats, repairing the pilings, painting and cleaning. Currently there are no fees charged for public use of the area; however, Belfast has recently instituted a small fee for launching at their city ramp. This fee may cause an increase in the use of Searsport's ramp, although Searsport has recently instituted dingy tie-up fees.

Sears Island is currently state owned and presents opportunities for commercial and recreational water dependant uses in two areas. The first area is located across from Mack Point where the Maine Department of Transportation (MDOT) began development for a cargo

port. This area may be acceptable for some commercial water dependent uses. The second location is immediately east of the causeway's entrance to the island where the natural beach and protected waters of Stockton Bay would provide an excellent spot for recreation. A dock facility at this location could be used for recreational purposes and also by commercial fishermen.

Public Access Discovery Grant

The Public Access Discovery Grant identified potential public accesses to surface water through title researching to find past public access right-of ways. The following shore access points were identified and established: Town way number four also known as Cobb Road Extension, Summer Street and Navy Street Extension. Other potential locations include: Town Way Number Twelve, Town Way Number Eight, Norris Street Extension, Water Street Extension and Trundy Road Extension.

SCENIC AREAS

Searsport contains many scenic areas along the coastline such as Sears Island and the town wharf. Sears Island, which is state owned, is not accessible by car but provides many open space walking and hiking opportunities with shoreline opportunities.

There are also scenic areas located inland. The Mt. Ephraim Road provides marvelous views of Penobscot Bay near the summit of Mt. Ephraim. Much of this rural land has traditionally also been used for hunting and fishing.

POLICIES

In order to provide recreational opportunities, the town of Searsport has developed the following policies:

1. Continue to improve existing recreational facilities.
2. Encourage the preservation of open space.
3. Encourage recreational opportunities.
4. Increase public access to surface water.
5. Monitor the current uses and future capacity needs of existing facilities.
6. Continue to support the Recreation and Union Hall Committee.

IMPLEMENTATION

In order to implement the policies above, the following strategies will be undertaken:

The selectpersons, town manager and budget committee shall continue to maintain and fund, at the same high standard, improvements to the town's existing facilities as described in the Capital Improvement Plan.

The future land use ordinance shall include provisions that will require all major new residential developments that are reviewed by the code enforcement office and the planning board to include recreational and open space areas in their plans. An option known as density bonuses which allows for the minimum lot area for each dwelling may be reduced in exchange for permanent preservation of open space within the development.

The town will continue to implement the results of the public access grant that identified public access points to Searsport's waterbodies.

The recreational director, selectpersons and town manager will encourage recreational opportunities through support of continued funding of recreation programs. Existing facilities will be reviewed by the town manager, recreation director and the selectpersons to determine the strengths and weaknesses of the existing recreation program and to determine if the current available spaces could be utilized in a more effective manner. A survey may be utilized by the town to determine support for various programs or upgrades to programs and facilities.

The town manager, budget committee and select persons will continue to support the efforts of the Union Hall Committee with anticipation of restoring the community theater. This effort will be continued through town warrant moneys, grants and fund raising.

SUMMARY

The town of Searsport has many recreational activities for a community of its size. Some of the town's most important recreational facilities are the waterfront access and Moose Point State Park. The town also promotes an active recreational department that provides programs for all ages. The recreation department could provide more services if additional staffing and facilities were available. An enclosed pool located at the high school would provide year round opportunity for swimming lessons and water aerobics while allowing the school to expand extra-curricular activities and a community center would provide a location for the many recreational activities.

On-going: Existing facilities will continue to be maintained and funded through town moneys, grants and fund raising.

Immediate: *(To be accomplished within two years)*
The performance standards in the future land use ordinance will require all new residential developments to be reviewed and to include recreational and open space areas.

Recreational needs will be systematically assessed through a local study.

Long-term: *(To be accomplished within five to ten years)*
The town will continue to support the expansion of the town's recreation facilities.

Communities depend on well-maintained road systems. Safe and efficient streets affect property values, the productivity of the downtown area, tourist activity, and the overall safety and convenience of Searsport's residents. Only through the use of adequate roadways, parking and traffic control, can a community be assured of economical, efficient, and safe traffic circulation patterns. The goal of this section is to analyze, plan, finance, and develop efficient transportation services and facilities that will accommodate Searsport's anticipated growth and economic development.

ROAD INVENTORY

An inventory of Searsport's roads is shown in the table below. The roads are divided into three categories of road function: arterial, collector, and local. Arterial roads are major roadways, which serve long distance, high speed, through-traffic safely between communities. State highways, the most important travel routes are arterial roads. Collector roads collect and distribute traffic to and from the arterial routes and generally provide access to abutting land. Collector roads serve places of lower population densities and are somewhat removed from main travel routes. Local roads are all roads not in the arterial or collector classification. Local roads provide access to adjacent land areas and usually carry low volumes of traffic. In 1994, Searsport contained 53.61 miles of roadways. Chart H-1 below also indicates ownership, maintenance responsibility, surfacing, and overall condition for Searsport's roads based primarily on town information and the opinion of the highway department in reference to condition.

Chart H-1

ROADWAY INVENTORY Town of Searsport						
Name of Roadway	Arterial	Collector	Local	Owned by/Maintained by	Surfacing	Overall Condition
	Length in Miles					
Back Searsport Road			1.17	Town/Town	Paved	Good
Banks Terrace			0.2	Town/Town	Paved	Good
Bay View Street			0.114	Town/Town	Paved	Excellent
Black Road North			1.79	Town/Town	Paved	Excellent
Black Road South			0.7	Town/Town	Paved	Good
Bog Hill Road			2	Town/Town	Paved	Excellent
Bowden Road			1.17	Town/Town	Paved	Excellent
Bragdon Road			0.127	Town/Town	Gravel	Poor
Brigadiers Lane			0.09	Town/Town	Paved	Fair
Brock Road			1.93	Town/Town	Paved	Excellent
Cains Pond Road			0.19	Town/Town	Paved	Excellent
Campground Road			1.17	Town/Town	Gravel	Fair
Church Street			0.19	Town/Town	Paved	Excellent
Cobb Road			0.34	Town/Town	Paved	Excellent
Cottage Street			0.15	Town/Town	Paved	Fair
Cross Street			0.03	Town/Town	Paved	Fair
Dickey Hill Road			0.21	Town/Town	Paved	Excellent
Dump Road			0.19	Town/Town	Paved	Poor
Dwellely Road			1.17	Town/Town	Gravel	Good
East Main Street	3.182			State/State	Paved	Good
Elm Street			0.11	Town/Town	Paved	Good
Frankfort Road		0.7		State/State	Paved	Good
Goodell Street			0.11	Town/Town	Paved	Fair
Harris Road			0.7	Town/Town	Paved	Good
Howard Street			0.095	Town/Town	Paved	Good
Jackson Ave			0.09	Town/Town	Paved	Good
Kidder Point Road			0.6	Town/Town	Paved	Fair
Knox Brothers Avenue			0.3	Town/Town	Paved	Fair
Leach Street			0.13	Town/Town	Paved	Fair
Loop Road			1.12	Town/Town	Paved	Excellent

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Merrithew Road			0.6	Town/Town	Paved	Excellent
Monroe Road			0.61	Town/Town	Paved	Excellent
Mortland Road			1.78	Town/Town	Paved	Fair
Mosman Street			0.13	Town/Town	Paved	Good
Mt. Ephraim Road		6.8		State/State	Paved	Poor
Navy Street			0.43	Town/Town	Paved	Fair
Navy Street Ext.			0.062	Town/Town	Gravel	Fair
Nichols Street			0.12	Town/Town	Paved	Good
Nickels Road		1.57		State/State	Paved	Good
Nickerson Road			1.91	Town/Town	Paved	Good
Norris Street			0.28	Town/Town	Paved	Good
North Searsport Road		1.345		State/State	Paved	Fair
Old County Road			2.08	Town/Town	Paved	Excellent
Old Route One			0.41	Town/Town	Paved	Good
Otis Street			0.038	Town/Town	Paved	Fair
Park Street			0.08	Town/Town	Paved	Fair
Partridge Road			0.17	Town/Town	Gravel	Good
Pendleton Road			0.28	Town/Town	Paved	Excellent
Pike Street			0.134	Town/Town	Paved	Poor
Porter Road			0.4	Town/Town	Paved	Excellent
Prospect Street			1.06	Town/Town	Paved	Fair
Reservoir Street			0.19	Town/Town	Paved	Good
Resh Road			0.4	Town/Town	Paved	Excellent
Savage Road			0.38	Town/Town	Paved	Good
Savery Road			1.74	Town/Town	Paved	Good
Sears Island Road		0.9		State/State	Paved	Good
Seekins Road			1.042	Town/Town	Paved	Excellent
Station Avenue			0.455	Town/Town	Paved	Excellent
Steamboat Avenue			0.303	Town/Town	Paved	Excellent
Summer Street			0.193	Town/Town	Paved	Excellent
Trundy Road			0.795	Town/Town	Paved	Poor
Tumpike Road			0.473	Town/Town	Paved	Fair
Union Street			0.3	Town/Town	Paved	Fair
Veezie Road			0.5	Town/Town	Paved	Excellent
Warren Street			0.106	Town/Town	Paved	Good
Water Street			0.199	Town/Town	Paved	Good
West Main Street		3.087		State/State	Paved	Good
Fire Lanes on Halfmoon Pond						
Back of the Moon Lane			0.17	Private	Gravel	Fair
Gould Lane			0.07	Private	Gravel	Fair
Graham Lane			0.34	Private	Gravel	Fair
Jacoby Lane			0.45	Private	Gravel	Fair
Joann Lane			0.13	Private	Gravel	Fair
Moose Path Lane			0.72	Private	Gravel	Fair
Robertson Lane			0.2	Private	Gravel	Fair
Ruth Lane			0.24	Private	Gravel	Fair
Fire Lanes on Swan Lake						
Cameron Lane			0.31	Private	Gravel	Fair
Connor Lane			0.1	Private	Gravel	Fair
Cottrell Lane			0.09	Private	Gravel	Fair
Dakin Lane			0.12	Private	Gravel	Fair
Goose Neck Lane			0.13	Private	Gravel	Fair
Lake Shore Lane			0.13	Private	Gravel	Fair
Loon Lane			0.36	Private	Gravel	Fair
Marden Lane			0.25	Private	Gravel	Fair
Matthews Shore Lane			0.08	Private	Gravel	Fair
Old Stage Lane			0.19	Private	Gravel	Fair
Rivers Lane			0.07	Private	Gravel	Fair
Shady Lane			0.19	Private	Gravel	Fair
Sunset Lane			0.17	Private	Gravel	Fair
Other Private Ways						
Birch Lane			0.15	Private	Gravel	Fair
Blackberry Lane			0.31	Private	Gravel	Fair

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Buck Lane		0.3	Private	Gravel	Fair
Carter Farm Road		0.44	Private	Gravel	Fair
Clark Lane		0.066	Private	Gravel	Fair
Criscross Lane		0.15	Private	Gravel	Fair
Curtis Lane		0.34	Private	Gravel	Fair
Hammond Lane		0.17	Private	Gravel	Fair
Heritage Drive		0.25	Private	Gravel	Fair
Kelham Lane		0.13	Private	Gravel	Fair
McGrath Lane		0.15	Private	Gravel	Fair
Pomeroy Lane		0.14	Private	Gravel	Fair
Portside Lane		0.26	Private	Gravel	Fair
Savage Lane		0.11	Private	Gravel	Fair
Searsport Terraces		0.26	Private	Gravel	Fair
Shoreside Lane		0.2	Private	Gravel	Fair
Summer Lane		0.05	Private	Gravel	Fair
Turtle Head Lane		0.13	Private	Gravel	Fair
Yankee Lane		0.037	Private	Gravel	Fair
Kinney Mobile Home Park Roads		2.25	Private	Gravel	Fair

Source: MDOT and town of Searsport

Searsport has a total of 51.42 miles of town and state maintained roadways. Within the town are; 7.169 miles of wholly state maintained ways that are mostly in good condition with the exception of the Mt. Ephraim Road and the North Searsport Road; 33.836 miles of wholly town maintained ways in various conditions; and 10.40 miles of privately maintained ways in overall fair condition. The state also has 10.415 miles of roads that are maintained in the summer months. The town is financially responsible for maintaining 66% of summer roads and 86% of winter roads. In addition, there are 5.13 miles of non-maintained roads. No inventory of logging roads or other little used private roads exists.

TRAFFIC VOLUME AND PATTERN

Many factors influence traffic count results. When traffic volumes are counted over long periods of time, the annual average daily traffic volume (AADT) can be determined. The AADT is the total annual traffic volume divided by the number of days in the year. These average daily figures do not reflect peak daily traffic volume. Traffic counts are meant to help understand the overall patterns of vehicular movements.

According to MDOT, in 1986 at the Belfast and Searsport town line the AADT was 8,250 as compared to 11,970 in 1997. This equates to a 45% increase. The data is not available for the same years for the Searsport and Stockton Springs town line but in 1992 the AADT was 9,460 as compared to 10,090 in 1997, or a 6% increase. There is no doubt that traffic volume is increasing on Route One and once Mack Point is under construction these numbers will surely increase. In North Searsport, at the intersection of the Monroe Road and the North Searsport Road, the AADT for 1995 was 1100, by 1997 this number had risen to 1130; these was also an increase in the AADT from 1995 to 1997 of approximately 4 percent at the intersection of the Merithew Road and the Mt. Ephraim Road. However, along the Back Searsport Road the opposite trend seems to exist. According to MDOT calculations, there has actually been a 6% decline in the Brock Road vicinity. Local opinion still indicates that these rural roads are seeing increased traffic as a way around busy Route One volumes that exist and are a result of its geographic location between Bangor and the greater Belfast region. (Camden, Rockland, Rockport and Belfast).

It has been estimated that construction at Mack Point will increase the truck traffic through town by as much as 600 to 800 vehicles per day. No estimates were available for the amount of traffic that would be created after the construction is complete.

Currently the back roads are also seeing increased traffic, as they are being utilized by local people to bypass busy Route One. Speed is becoming a concern of the town on some of these roads since they were not designed for high volume traffic.

ROAD SURFACE MAINTENANCE SYSTEM (RSMS)

RSMS is a tool to help town officials take care of their roads more efficiently by managing both time and money. Road monies are best managed by finding the most cost-effective way to distribute the limited amount of dollars among the many roads that need attention.

Time is managed by taking into account the life expectancy of different types of road repairs to establish when and how often the work should be performed. This tool provides a disciplined, systematic way for the town to identify necessary road maintenance and to decide on a plan of action to address those needs in a timely fashion. The most important benefit is that the RSMS allows priorities and needs to be explained in a clear and concise manner. Under RSMS, road funding decisions can be made with confidence since there is reasonable assurance that maximum benefit will be attained for every tax dollar that is spent.

Currently the town does track road repairs and has a schedule for road maintenance through the use of their "road book".

REGIONAL TRANSPORTATION ADVISORY COMMITTEE (RTAC)

The RTAC process that was created by MDOT facilitates public participation during the formulation of transportation policy. RTACs are advisory committees consisting of citizens representing environmental, business, municipal, planning, and alternative transportation modes, as well as members of the general public. The purpose of the RTAC is to provide early and effective input into MDOT's plans and programs. The RTAC process is an effort to decentralize transportation planning and give the general public an opportunity to help shape transportation policy and the decision-making process.

The RTACs, in collaboration with MDOT and Regional Planning Commissions, develop regional advisory reports for each RTAC Region. The town of Searsport actively participates in RTAC-Region 5, which encompasses the mid-coast region. The advisory report outlines each RTAC's objectives, goals, and strategies for improving transportation systems in their respective regions and the state. The RTACs meet regularly and advise the MDOT on a number of issues including advisory report strategies, updating of the advisory reports, and the Biennial Transportation Improvement

Program (BTIP). The BTIP is MDOT's programming document that defines potential projects for the next two years. Municipalities can suggest projects to be included in the BTIP for potential funding. Due to a continuing shortfall of funds, some of the projects listed on the BTIP may not be funded (or completed) until the following BTIP (two years later).

Searsport can ensure that their voice is heard at MDOT through continued involvement in the RTAC process and by continuing to participate in RTAC meetings by stating why their projects should receive funding priority.

DANGEROUS INTERSECTIONS & STRETCHES OF ROADS

The MDOT rates accidents according to a Critical Rate Factor (CRF) which corresponds to the number of times the actual accident rate exceeds the expected accident rate. Generally, a CRF of 1.0 or more indicates a higher than usual number of accidents at that specific intersection or stretch of road. According to the MDOT, Searsport only has one location with a CRF greater than 1.0 (actually 1.35). This is listed as the "Route One, Mosman and Goodell" in the MDOT summary report.

Although there is only one location in Searsport at this time that bears a CRF of 1.0 or greater, there are other areas within the town of Searsport that residents feel are dangerous. The residents concur that the intersection of the Mt. Ephraim Road and Route One and Goodell Street near Tozier's Market is an area of major concern due to parking formations and traffic volumes. Quick moving Route One traffic combined with impaired visibility due to parked cars in the downtown area make entering or exiting this portion of road difficult. A seasonal problem also exists on Navy Street, Brock Road, the Back Searsport Road, Mosman Street, Mt. Ephraim Road and Prospect Street due to visibility. According to local opinion, a volume problem also exists on the section of Route One that contains the flea markets. Parked cars on the side of the road and pedestrians crossing are the major reasons for the concern.

TRAFFIC CONTROL DEVICES**Traffic Lights**

Currently Searsport does not have a traffic light and a light does not appear to be necessary at this time. Although summer traffic volumes increase the waiting period to access Route One, particularly around Tozier's Market from the Mt. Ephraim Road and Goodell Street, it is unlikely that the town would meet the necessary MDOT criteria required to place a signaling light. However, it may be necessary to revisit this subject within the next few years if truck traffic from Mack Point increases and/or due to pedestrian counts.

BRIDGE INVENTORY

There are two state bridges, located on the Mt. Ephraim Road and on Route One. The town also has two bridges located on the Black Road Extension and on the Turnpike Road.

RAILROAD FACILITIES

Since the cargo port utilizes rail service for shipment of goods inland, miles of railroad lines do traverse the town. The crossing on the Station Road has warning lights.

SIDEWALKS/PEDESTRIAN FACILITIES/PARKING

According to town records, Searsport has a total of 2.6 miles of sidewalk. The condition of Searsport's sidewalks varies from poor to excellent. The town has a reserve account for sidewalk reconstruction. The following is a breakdown of the condition and amount of sidewalk in that condition: 0.6 miles in excellent condition, 0.7 miles in good condition, 0.5 miles in fair

condition and 0.8 miles in poor condition. Sidewalks extend from Savage Road to Trundy Road along Route One (Main Street) from Route One up Mortland Street, from Route One up Church Street to Union Street and along Union Street from Reservoir Street to Mortland Street. Please see the sidewalk map at the end of this section for locations.

Presently, there are pedestrian crossings within the downtown. Residents' safety would be increased if additional crossings were installed in conjunction with traffic calming techniques. The town has the equipment to paint the crossings, which is generally done twice a year.

Parking in the downtown area can be a problem particularly during busy tourist traffic. Currently a total of 147 parking spaces exist within walking distance of downtown (22 spaces are available directly on Route One). A parking study is currently being preformed as part of a downtown revitalization grant. The results of this study will not be available until after the completion of this comprehensive plan; however, every effort should be made by the town to address any recommendations within the study. If the parking study indicates that additional parking space is necessary, the town may want to consider acquiring or trading property within the area.

PUBLIC TRANSPORTATION

Waldo County Committee for Social Action through Waldo County Transportation provides some door to door public bus service to county residents.

Trailways bus service stops at the local Texaco station. There are no public taxi services available in Searsport.

ACCESS MANAGEMENT

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. Arterial highways represent only 12% of the state-maintained highway system, but carry 62% of the statewide traffic volume. Maintaining posted speeds on this system means helping people and products move faster, which enhances productivity, reduces congestion-related delays and environmental degradation. By preserving the capacity of the system we have now, we reduce the need to build costly new highway capacity such as new travel lanes and bypasses in the future.

MDOT has established standards, including greater site distance requirements for the permitting of driveways and entrances for three categories of roadways: retrograde arterials, mobility arterial corridors, and all other state and state-aid roads.

Route One in Searsport is classified by MDOT as a Retrograde Arterial and is regulated by stricter access management standards.

To maintain and improve traffic flows, the future Land Use Ordinance will include access management performance standards in accordance with MDOT access management rules. Development proposals within those districts (Commercial District, Residential 2 District and the Industrial District) which necessitate frontage, driveways and/or entrances along this Route One corridor will require a MDOT permit in accordance with MDOT Access Management Administrative Rules.

CORRIDOR PLANNING

The purpose of corridor planning is to supply a regional approach for corridor management. Corridor planning is necessary for the continued efficient movement of traffic on the retrograde Route One corridor which is shared by Stockton Springs, Searsport and Belfast. Corridor planning is directly related not only to mobility but also to economic activity and regional mitigation efforts are necessary for the vitality of the area. It is important for these communities to recognize the importance of corridor planning and to work together to create a regional access management master plan.

POLICIES

In order to encourage, promote and develop efficient transportation services and facilities that will accommodate Searsport's anticipated growth and economic development, the following policies have been developed:

1. The town will develop a priority system for construction and maintenance of town roadways.
2. The town will continue to plan for optimum use, construction, maintenance and repair of roads and new roads will be constructed to town standards.
3. A parking study for the downtown area will be completed.
4. Traffic calming techniques and increased pedestrian safety will be explored for the downtown area.
5. Access management performance standards will be included in the future land use ordinance.
6. The town will continue to work with MDOT and neighboring communities regarding downtown and Route One traffic issues.
7. The town will promote pedestrian and bicyclist friendly facilities.

IMPLEMENTATION STRATEGIES

In order to implement the policies above, the following strategies will be undertaken:

The town manager will establish and the selectpersons will adopt a formal Road Surface Management System to insure a disciplined, systematic way for the town to identify necessary road maintenance and to decide on a plan of action to address those needs in a timely fashion. The costs of maintenance and reconstruction will be included in the town's formal CIP. The selectpersons will continue to encourage participation of Searsport's highway department in MDOT's road surface training program.

Road performance standards will be incorporated in the subdivision ordinance and a road acceptance ordinance will be developed by the planning board and adopted by the selectpersons.

Performance standards that harmonize the access of driveways and entrances with the state access management regulations will be incorporated into the town's future land use ordinance. The land use ordinance will require that a qualified professional be hired to prepare a transportation impact statement and plan for large developments. The planning board will contact MDOT for advice if needed when reviewing such plans and impact statements.

Searsport will work in cooperation with the neighboring communities of Stockton Springs and Belfast on the development of a Corridor Management Plan. The plan will identify areas of available access onto Route One through the communities. Consequently, the areas that cannot be used for access will also be identified. This plan will insure compliance with the new MDOT rules and provided a guide to the communities in their decision making process.

The town manager, planning board and selectpersons will explore the possibility of acquiring additional property in the downtown area to ease parking congestion and they will review the results of a parking study that was performed in conjunction with the downtown community block grant program to determine the number of spaces necessary. Parking restrictions will be established and enforced.

The selectpersons and the town manager in conjunction with MDOT and RTAC will explore traffic calming techniques such as shaped islands to create a visual narrowing of the street at the "gateways" to the downtown area and additional pedestrian crosswalks at either end of downtown to create a more pedestrian-friendly environment. The purpose of this traffic calming effort is to help keep traffic at the posted speed limit. The selectpersons and town manager will continue to work with MDOT and RTAC 5 on transportation issues, particularly regarding traffic on Route One to promote pedestrian safety while improving the economic health of the downtown. The town will approach MDOT to create an access road paralleling Route One through the industrial area and explore other ways to separate local and through traffic.

Searsport's Police Department under direction from the selectpersons will vigorously enforce the speed limit. The town manager will inform the public, including area-trucking companies of the increased enforcement. The selectpersons will consider if 24-hour cruiser traffic patrol is necessary and if police staffing is adequate to address the town's concerns.

The town manager and selectpersons with assistance from the police department, economic development committee and the planning board will continue to monitor the traffic situation in the downtown area and, when the required MDOT criteria for traffic light locations is met or exceeded, will proceed with efforts to install the light.

The town will welcome any opportunity to create walking and bicycling space and to facilitate the development of park and walk, or park and bike, public parking facilities.

SUMMARY

Searsport is reliant on its road network as the primary means of transportation movement. Therefore, local roads should provide safe, reliable access to work, school, shopping, residences and tourism. There are no life-threatening problems with Searsport's road network. MDOT's records based on traffic accidents indicate that Searsport has only one dangerous intersections. The majority of the town and state roads, sidewalks, and bridges are in good condition. Continued proper and affordable maintenance of the road network in Searsport will be in the best interest of all residents. The town has a Capital Improvement Plan (CIP) for major roadway projects. This program helps to lessen the burden of large improvement expenditures. Since the MDOT has jurisdiction over some roads within Searsport, the town will continue to communicate and cooperate with the department.

On-going: The town will continue to work with RTAC and MDOT on transportation issues.

The town will review the downtown parking study information and address its recommendations.

The town will adopt a formal road surface management system.

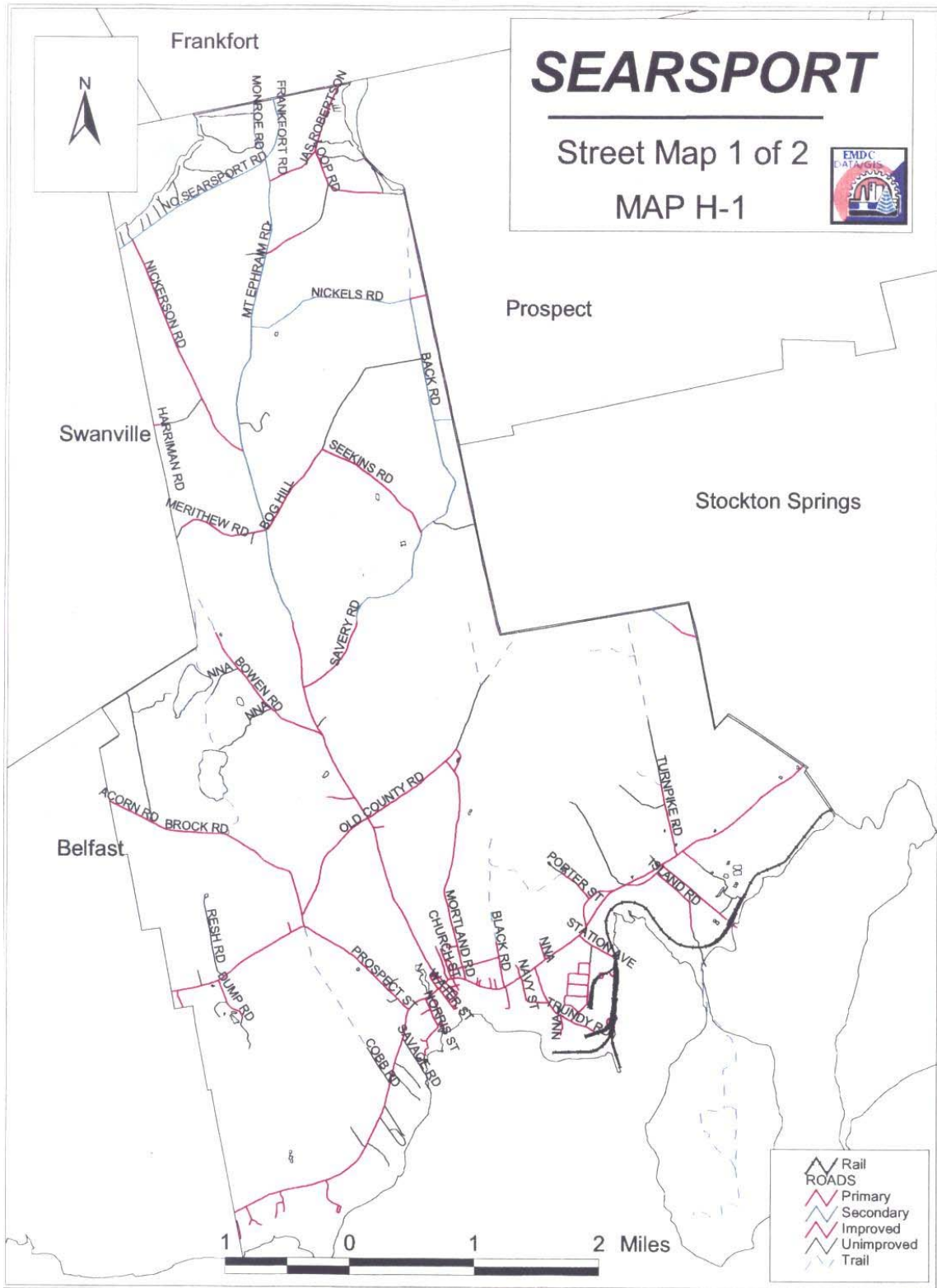
The town will strictly enforce speed limit restrictions.

Immediate: *(To be accomplished within two years)*

The land use ordinance will be include performance standards for access management and road acceptance.

Long-term: *(To be accomplished within five to ten years)*

The town will monitor the necessity of a traffic light in the downtown area.



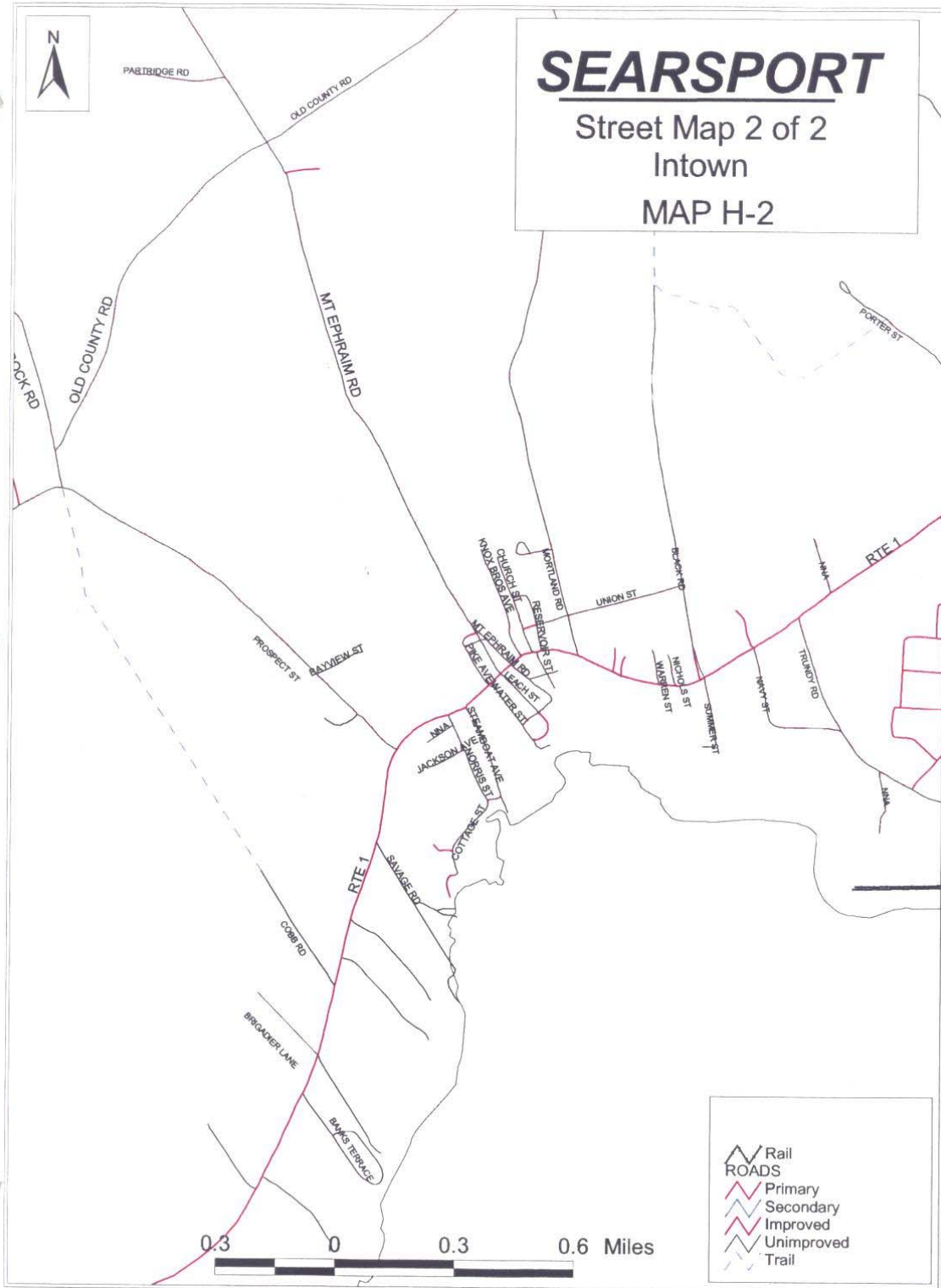


SEARSPORT

Street Map 2 of 2

Intown

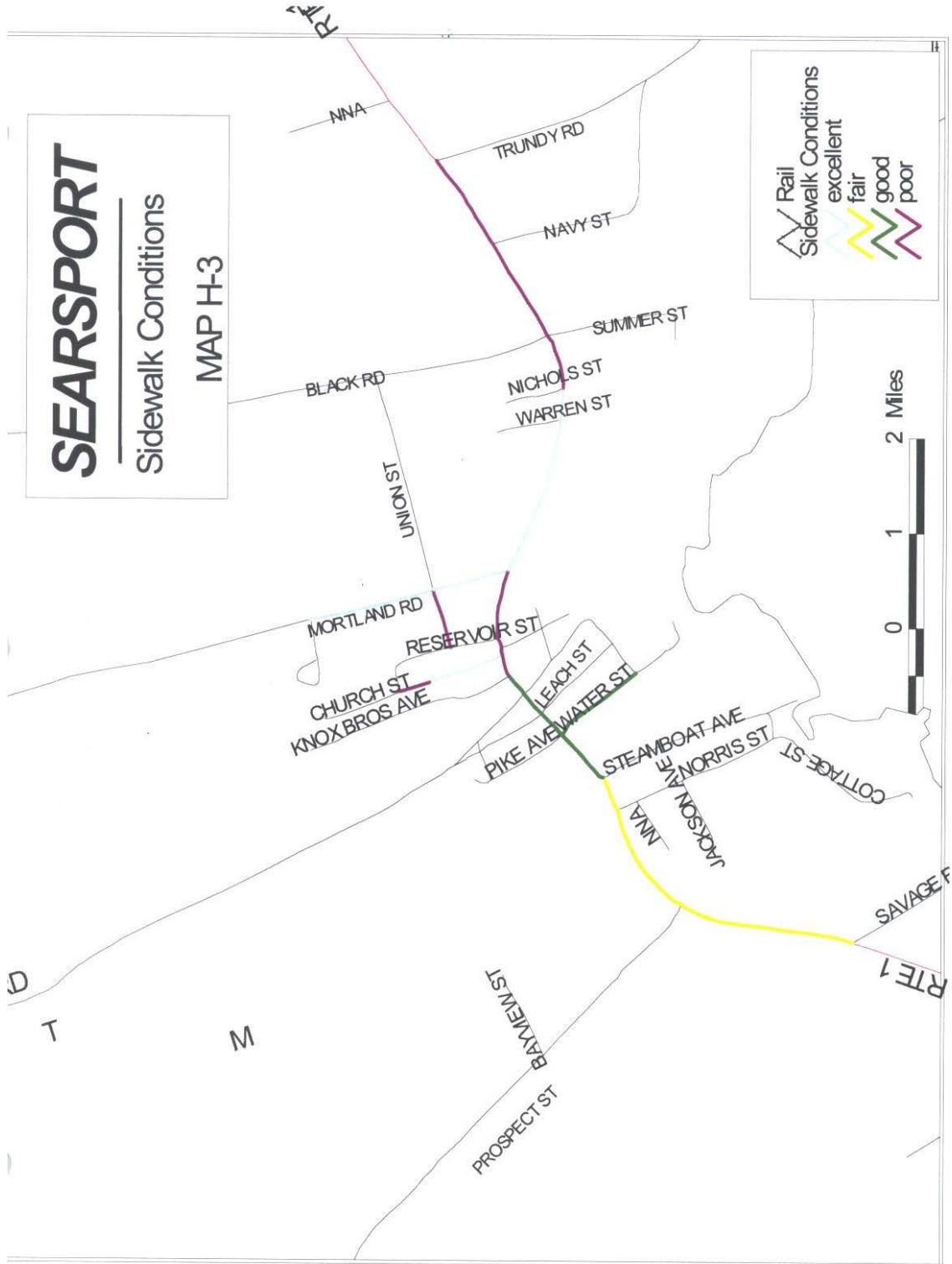
MAP H-2



SEARSPORT

Sidewalk Conditions

MAP H-3



This section reviews the existing public facilities and services and estimates future needs based on anticipated growth and economic development. Current facilities and services will be analyzed to determine if those facilities and services adequately serve the town today and if they have the available capacity to serve the town within the next ten years. The goal of this section is to plan, finance, and develop an efficient system of public facilities and services that will accommodate the town's future needs.

GENERAL MUNICIPAL ADMINISTRATION

Searsport is part of Senate District #011, Congressional District #2, and House District #109. The town has a selectpersons/town meeting/town manager form of government where the manager is responsible for the day to day operations. All municipal departments have capital reserve accounts for equipment replacement and building maintenance. The five-member board of selectpersons serves staggered three-year terms and typically meets the first and third Tuesday of each month, or as needed. The town's fiscal year ends on December 31 and approval for the budget is achieved through the annual town meeting/election that is held in March.

BOARDS AND COMMITTEES

The Board of Selectpersons appoint long term, short term and project committees as needed.

Addressing Committee
Board of Appeals
Board of Selectpersons
Budget Advisory Committee
Comprehensive Plan Committee
Conservation Committee
Economic Development Committee
Historic Preservation Committee
Holiday Decoration Committee
Housing Committee
MSAD #56 Board of Directors
Planning Board
Union Hall Committee

The board of appeals hears grievances regarding tax abatements, variance requests and administrative appeals.

The budget advisory committee works with the board of selectpersons and town employees to prepare the annual budget for town meeting.

The economic development committee encourages economic growth in Searsport by promoting the community in publications, advertisements and on the World Wide Web.

The Historic Preservation Committee is newly created and is currently working on its mission statement. This committee consists of citizens who are committed to the preservation of Searsport's rich history.

The main focus of the holiday decoration committee is Christmas lighting and the decoration of Main Street. In the future, this committee may include other holidays in their duties.

The town's planning board consists of five members and two alternates, some of these individuals have served in this capacity for up to 35 years. Monthly meetings are held to review site plans for any development proposals. The planning board also reviews shoreland zoning and wetland's issues for compliance with state and local regulations.

MUNICIPAL BUILDINGS/FACILITIES

The town office, public safety building and library are all located adjacent to the downtown district.

The Searsport town office is located on the first floor of the "Union Hall" on the corner of Reservoir Street and Union Street. This two-story wood frame structure was built in 1863 and designed by Boston architect Geo. M. Harding. The Union Hall is the center of a majority of the municipal activity for the town. The second floor of this historic structure contains a large auditorium with balcony, stage and a hand painted curtain. This building is currently being extensively renovated on the first floor. These major renovations will also include making the second floor handicap accessible. Future plans call for complete restoration.

The 10,556 square foot public safety building located at 3 Union Street was constructed in 1997-1998 and houses the police, fire and ambulance services. This facility was designed to accommodate future growth within the town of Searsport and should be sufficient to fulfill the town's needs for future generations.

The Carver Memorial Library dates back to 1909 and in 1999 an addition was completed for handicap accessibility. This building is listed on the National Register of Historic Places and is an outstanding example of fieldstone masonry architecture.

The town garage, located at 68 Prospect St. is a metal 60'X72' structure that was built in 1971.

The municipal pier, originally Eastern Steamship Company Wharf, provides for commercial and recreational fishing opportunities. The facility consists of a paved boat landing, parking lot, small park area with tables and hibachis. Moorings are available through the harbormaster.

The following is a listing of undeveloped land owned by the town: a 0.12 acre in town lot between Goodell Street and Mt. Ephraim Road; a 5.0 acre wooded lot on the Old County Road; 2.5 acres of cleared field on the corners of Navy Street and Trundy Road near Mack Point. Acreage at the town's transfer station on the Back Searsport Road that is in the process of becoming a wood lot through the use of a contract for selective cutting.

MUNICIPAL SERVICES

Town Office

The town manger is responsible for administering the town's routine business and each department head reports directly to the manager. Staffing of this facility includes the following full-time employees: town manager, finance director, tax assessor, town clerk and deputy town clerk and also includes a part-time certified code enforcement officer.

Highway Department, Transfer Facility and Solid Waste Management

Searsport's highway department provides year round road and sidewalk maintenance.

The highway department is also responsible for overseeing the operation of the solid waste transfer facility. Staffing for the highway department and the transfer station consists of five full-time employees and part-time help is hired on an as-needed basis. The full-time positions include one foreman, three truck drivers/equipment operators, and one transfer station attendant.

The State of Maine Solid Waste Landfill Remediation and Closure Program, established in 1987, demanded that all unsuitable landfills be closed. Searsport was required by the MDEP to close its landfill that is located on the Back Searsport Road. The town ceased using the landfill and completed landfill closure in 1995-1996; the site continues operation as the transfer station.

A private contractor provides weekly solid waste curbside pick-up services for the town, or the residents may take their trash to the transfer station/recycling facility. Searsport has a charter waste disposal agreement that extends until March 31, 2018 with the Penobscot Energy Recovery Company's (PERC) facility in Orrington. This agreement provides for a cash distribution back to the town, based on plant performance including the number of tons that are actually delivered by Searsport to the facility. Performance standards, including the town's "guaranteed annual tonnage" (GAT) of 1,500 tons, were established based on the town's historical trash tonnage and anticipated growth. In 1999, PERC reported that Searsport sent 1,389 tons of trash to the PERC facility. The total number of tons is reported under two separate accounts for the town. One account is based on the amount of trash that is collected at the transfer facility in Searsport (457 tons for 1999) and the other account tallies the amount that is collected by Pinkerton, the local private contractor (932 tons for 1999). Recently, Pinkerton was purchased by Sawyer Environmental Services, an affiliate of Casella Waste Systems, Inc., which has recently become a general partner and owner of PERC. Currently, PERC combines the total of these two accounts for the purpose of establishing contract performance, including total deliveries. The practice of combining the two accounts ensures that Searsport will continue to achieve optimum performance credits or cash distributions. Should PERC discontinue this practice, it may be difficult for Searsport to achieve the tonnage requirement designated in the disposal agreement.

The town's recycling facility is located at the transfer facility and is open Tuesday, Thursday and Sunday from 8:00 a.m. to 5:00 p.m. accepting cardboard, newspaper, plastics, glass, and cans.

Legally, each of Maine's municipalities has to submit an annual report of its solid waste management practices. The state's objective is for each municipality to recycle at least 50 percent of its household waste. If the quota is not attained, a fee is imposed, unless the municipality indicates good faith in attempting to improve its recycling rate. This is done by developing a reasonable progress plan agreeable both to Maine Solid Waste Agency and the municipality. Many communities did not achieve the state planning office's (SPO) 1998 deadline for achieving 50 percent recycling. In 1997, Searsport had a 27% recycling rate and according to the State Planning Office in December of 2000 this figure had slipped to 15.5%. Recycling should be actively promoted in the community.

Public Water Supply

The Searsport Water District is a quasi-municipal utility with a three-member board of trustees that is appointed by the board of selectpersons. Currently, the Water District has four full-time employees.

The source of Searsport's water supply for many years was Half Moon Pond. In 1995, the town converted to a ground water supply on the town line between Stockton Springs and Prospect. Half Moon Pond has since become an alternate back-up source. Approximately 2/3 of the Water District's users are Searsport residents while the remaining 1/3 are from Stockton Springs.

The age of the Water District's assets vary greatly. Some sections of the lines date back to the early 1900s while the well, 300,000-gallon reservoir, 3 miles of 12" transmission line and a pump station are new.

Woodard and Curran Inc., an engineering firm from Bangor, have recently completed a comprehensive systems facilities plan for the Water District. Some of the driving forces behind the need for the plan included: an aging distribution system; funding options to complete the pipe replacement program; flow and pressure issues; compliance with drinking water regulations; reducing unaccounted-for water; recent technological advances; to keep abreast of rapid growth and demand; and exploration of how new technologies may benefit the district. The district also decided to take advantage of the Comprehensive Water System Planning Grant program offered by the Drinking Water Program. The district then contracted with Woodard and Curran Inc. to perform a system evaluation, develop a capital improvement plan, and prepare a report summarizing the findings. The report indicated that the district is in compliance with all drinking water regulations.

The following is a summary of their findings:

- Fire flows were substandard throughout the majority of the distribution system.
- An inability for the system to convey the stored water to the area of need.
- Low pressure on the Mt. Ephraim Road due to elevation relative to the tank and small diameter pipe.
- The storage tank in Searsport does not "turnover" often enough which leads to water quality deterioration.
- The current water supply is vulnerable to a railroad derailment since the main-line track passes through the wellhead protection area. An emergency response plan to deal with such an occurrence is recommended.
- Water quality can deteriorate since Searsport's distribution system is long with many dead end branches and minimal looping.
- A leak detection survey was recommended since over the last four years one out of every four gallons produced has leaked out of the system. The survey could reduce leakage water from the current level of 25% to 15% and would pay for itself within one year.
- Trundy Road pipe is in a deteriorated condition. Meters should be installed at both branches leading to Mack Point.

Other high maintenance lines that need replacement include:

1. Cross Country Road off Route One
 2. Harris Road
 3. Mt. Ephraim Road
- Isolation valves should be installed to help isolate main breaks without shutting down the large portions of town.
 - There were no recommended upgrades for either the treatment system or the distribution system storage other than to enhance the turnover in the Searsport tank.
 - Recommendations were made to improve water quality by looping the following Streets:
 1. Water Street, Leach Street, Mosman Street.
 2. Mt. Ephraim Road, Pike Street, Otis Street.
 3. Church Street, Mortland Road.
 - Recommend investing in a Supervisory Control and Data Acquisition System (SCADA) within the next few years.

Adequacy of Source

According to the report, the safe yield of the current well is adequate to meet present and future average daily flow and the present maximum daily flow. It does not however meet the projected maximum day demand for the year 2020. Storage capacity may be able to make up the deficit as long as demand in the days leading up to and immediately after the maximum day don't exceed the safe yield.

Extensive hydrogeologic testing conducted throughout the entire service area in the early 1990's yielded the current well as the only viable sand and gravel aquifer source for the district. The hydrogeologic investigation also indicated there is potential for developing bedrock wells in the area of Harris Road.

Potential System Expansion

The Back Searsport Road is one area currently not serviced by the water system that would benefit greatly from the installation of public water and sewer. Extending water service up to Resh Road would allow approximately 150 residences to hook up initially, including two public water systems, the Searsport Head Start Facility and Kinney's Trailer Park. Water quality in this area of town is very poor with high iron and manganese levels, high corrosion due to low pH and high levels of natural arsenic in most wells. The installation of public water would relieve homeowners of the health concerns associated with arsenic. In addition, the Searsport landfill is located on the Back Searsport Road near many residences creating the potential for additional groundwater contamination.

To provide adequate pressure, and domestic flows to the Back Searsport Road the district would have to create a high service area operating at a greater hydraulic grade than the existing service area. This would require a booster station and approximately 6,000 feet of pipe. To extend the main to the Belfast line would require an additional 4,600 feet of pipe.

Initially, modest fire flows could be provided via a fire pump located at the booster station but eventually a high service standpipe or elevated storage tank in the area of Resh Road is recommended. When public water is extended to the town line the district can expect 30,000 to 40,000 gallons per day of additional demand that would enhance turnover in the Searsport reservoir and improve overall quality.

Water Improvement Costs

The report summarized costs based on short and long term projects. The short term upgrade recommendations are estimated to cost a total of \$5,000,000 while the long term cost for recommended upgrades were \$6,320,000. Also included was an estimate of anticipated cost of short-term expansion recommendations totaling \$1,054,000 and an estimate of anticipated costs of long-term expansion recommendations totaling \$5,382,500.

Impacts on User Rates

The report indicates that that estimated financial need to complete all necessary upgrade recommendations would be \$11.32 million.

To cover the projected increase in debt service the district would have to increase rates by an average of 13.2% every 3 years for the next 20 years. (The analysis did not include the financial impact of system expansion costs that cannot be assessed to existing users according to PUC regulations.)

Wastewater Treatment Plant

In 1988, the town of Searsport built a wastewater treatment plant on Navy Street and put in a sewer collection system known as the Searsport Wastewater Division that is licensed to handle 200,000 gallons per day. This facility has two full-time employees and is operates at approximately 80% capacity. The system includes five pump stations and seven miles of pipe.

Many older existing systems located in the rural areas are failing and should be linked to the municipal sewer system or redesigned, if failed. Of particular concern are the 100 mobile homes located in Kinney's mobile home park. Each of these units contains its own subsurface system that may cause problems when these systems begin to fail. The town should consider the use of grant monies to expand the municipal sewer service to this area.

Stormwater Management System

Searsport's stormwater system consists primarily of roadside ditches, catch basins and piping. Sub-surface stormwater drainage pipes are located along Route One and the downtown area side streets, from Savage Road on the west end to Nichols Street on the east end. On the major road that heads north out of town, on Prospect Street to Bayview Street, and Mortland Road to Union Street have drainage. The system, although functional, is old, dating back to the early 1900's. The state owns and maintains the system located along Main Street (Route One), while the town is responsible for the rest.

Police Protection

Searsport has its own public safety department that provides police protection for Searsport's citizens. The Public Safety Building is located adjacent to the municipal building on Union Street, constructed in 1997-1998, houses the police, fire and ambulance services.

The Waldo County Sheriffs' Office and State Police have some jurisdiction over municipalities and provide assistance to the Searsport Police Department when necessary. Waldo County Sheriff's Office provides the dispatching services for all three emergency services. The department has three full-time officers and nine reserve officers, all of whom have attended the Maine Criminal Justice Academy. The Searsport Police Department is a member of the New

England State Police Information Network (NESPIN) and provides Drug Awareness Resistance Education (DARE) training for the local school system.

Currently, the department has two cruisers. One is a 1995 Ford Crown Victoria and the other is a 1997 Ford Crown Victoria. In 1999, a video camera was purchased and installed in the 1997 cruiser.

According to a report titled "Violent Crime Rate" published by the Maine Department of Public Safety, Searsport is ranked number 93 out of the 115 rated communities. The study is based on three-year averages (1991-1993) and established a crime rate per 100,000 population. Violent crimes include murder, rape, armed robbery and aggravated assault. Portland topped the chart in this study with a rate of 71.01 while Searsport's rate was 3.82.

Chart I-1

Rank	Town	Crime Rate
15	Mount Desert Island	18.79
23	Rockland	14.01
29	Bucksport	13.08
39	Bar Harbor	10.77
40	Rockport	10.76
43	Hampden	10.29
45	Belfast	9.49
51	Waldoboro	8.68
66	Southwest Harbor	6.87
85	Orono	4.84
86	Brewer	4.74
92	Camden	4.17
93	Searsport	3.82
103	Old Town	2.04

Source: Maine Department of Public Safety

As indicated by the preceding chart, Searsport's rate is lower than many other communities in its vicinity and the statistics show that it is one of the safest urban areas in Maine.

Fire Protection

The fire department consists of two stations. The South Station is located near downtown in the Public Safety Building and the North Station is located in North Searsport. The department includes 29 volunteers and no full-time members and has been organized since 1854. Searsport has mutual aid agreements with the surrounding towns of Stockton Springs, Prospect, Frankfort and Belfast by a contractual agreement.

Searsport's hydrant system is old but is in good shape overall. There is hydrant protection on U.S. Route One from the Stockton Springs town line to the Belfast city line and in the immediate downtown and industrial areas. Searsport has a written agreement with the Belfast Water District that each community has the opportunity to draw fire protection water on either side of the town line in the case of failure of either system.

The department's equipment includes 3 engines (a 1988 International, a 1977 Chevrolet and a 1971 Chevrolet); 2 tankers with a combined capacity of 9,000 gallons (1988 Freightliner and 1978 International); a 1988 Ford rescue vehicle; a 1986 Chevrolet utility pick-up; 1978 three-quarter ton brush truck; and a 1998 hydraulic rescue tool. The rescue tool was purchased

through a fund raising drive and donations. In 1999, a new 4,500-gallon steel tank was purchased for the 1978 International tanker.

Emergency Services

Searsport Ambulance Service (SAS) was organized in 1969. SAS consists of a full-time director and 20 volunteer emergency medical technicians (EMTs). The service is available for Searsport residents and provides 24-hour coverage with a yearly average response time of less than 3 minutes. SAS is licensed at the basic level but currently has 7 Intermediates and one paramedic.

Waldo County dispatch provides the dispatching services for SAS, Stockton Springs and Belfast through a written mutual aid agreement.

Enhanced E-1-1

The Emergency Services Communication Bureau is assisting Searsport in the physical addressing of all properties. Once the process has been completed, the town will be able to benefit from the implementation of the Enhanced 9-1-1 (E9-1-1) system in 2000. E9-1-1 service automatically displays a caller's address on a computer screen at a call-answering center. Also, the caller's telephone number will be displayed on screen and can automatically be redialed if the line is disconnected.

Cemeteries

Searsport has a total of seven cemeteries. Six of these cemeteries are town-owned and a private association owns one, the Mt. Hope Cemetery. All Searsport residents are entitled to cemetery plots free of charge. The following is a listing of the cemeteries, their location and acreage:

<u>Name</u>	<u>Location</u>	<u>Acreage+/-</u>
Gordon Cemetery	West Main Street	2.0
Evergreen Cemetery	Mt. Ephraim Road	1.0
Bowditch Cemetery	East Main Street	1.5
Merrithew Cemetery	Merrithew Road	0.5
Village Cemetery	Mt. Ephraim Road	3.5
Elmwood Cemetery	East Main Street	4.0
Mt. Hope Cemetery	Back Searsport Road	8.0

Town cemeteries contain tombstones dating back to the mid-1700s. Although it is anticipated that enough land remains to meet local needs for the next ten years, currently the problem of "overlap" exists.

MAIL DELIVERY

Searsport's Post Office (04974), has been located on Water Street since 1961. Although many residents have a post office box, part of the mail is delivered through a rural carrier for home delivery.

EDUCATION

Grades K through 12 - Administrative District (SAD) #56 includes the towns of Searsport, Stockton Springs and Frankfort. The district has a total of five schools with a total enrollment, as of February 1, 2000, of 881 students in kindergarten through 12th grade.

School	Location	Grades
Searsport Elementary School	30 Mortland Rd., Searsport	K - 5
Searsport District Middle School	26 Mortland Rd., Searsport	6 - 8
Searsport District High School	20 Church St., Searsport	9 - 12
Frankfort Elementary School	Frankfort	K - 5
Stockton Springs Elementary School	Stockton Springs	K - 5

The newer elementary schools are in good condition overall. The high school and middle school which date back to the 40s, 50s, and 60s require some modifications. Currently, SAD #56 has made application for major renovations to the high school and the middle school with anticipation of beginning the project within the next two years.

Vocational and Technical School

Separate from SAD #56 is Waldo Regional Vocational Center – Region 7, located in Belfast. The institution serves the entire population of Waldo County. As a part of Waldo Tech's approach to total quality management, strong partnerships have been established with the area's businesses and public schools that seek to make their graduates employable in the world. The Vocational Center currently serves secondary students from area high schools with additional adults annually participating in secondary technical, as well as post-secondary program offerings.

HEALTH CARE

Waldo County General Hospital (WCGH) is a 45 bed, acute care, not-for-profit community hospital located in the neighboring city of Belfast. The medical staff for the hospital includes over 30 physicians. Services offered include inpatient hospice unit, sleep disorders lab, mammography unit, ultrasound, MRI, fitness testing, cholesterol screening, blood pressure testing, support groups and on-going health classes.

LIBRARY

The Carver Memorial Library is located at 12 Union Street and has a part-time librarian. In 1999, renovations were completed creating downstairs children's section and making the facility handicap accessible. The library has about 12,000 books, and a computer with internet access is available to residents through the Maine School and Library Network. This service is free to the public. Programs include a story-time that is held daily for preschool children, two monthly book discussion groups for adults, and special events that are held throughout the year. In the next few years, the library staff would like to use the computer to catalogue the books and track circulation. In 1999, the library had a circulation of 9,287.

CULTURE/COMMUNITY EVENTS

Searsport has a theater located on the second floor of the Union Hall. This area has been used in the past for local plays and children's plays/programs. Currently the facility is in need of renovations and a committee has been formed to oversee the fund-raising and progress.

The town also has various community events such as: the Fourth of July celebration that is funded by the town, Lobster Boat Races in August, Fling into Fall in October, and the Victorian Christmas at the Penobscot Marine Museum in December.

COMMUNITY SERVICES

B & B Association, Bay Area Lions, Boy Scouts, Eastern Star, General Assistance Program, Lions Club, Lionesses, Masons, New Hope for Women, Odd Fellows, Rebekahs, Rotary Club, Searsport Historical Society, Senior Spectrum, The Granite Grange, VFW Post/Auxiliary, Waldo County Committee for Social Action

Churches

Bethel Tabernacle Church
First Congregational Church of Searsport
Lighthouse Bible Church
North Searsport United Methodist Church
Searsport Full Gospel Church
Second Congregational Church of Searsport
United Methodist Church

PUBLIC UTILITIES AND SERVICES

Telephone Service - Bell Atlantic

Electrical Service - Central Maine Power

Television, Cable, and Radio

WLBZ - Channel 2 (affiliated with NBC)
WABI - Channel 5 (affiliated with CBS)
WWI - Channel 7 (affiliated with ABC)
Maine Public Broadcasting System - Channel 12
Adelphia Cable

Newspapers

Waldo Independent and the Republican Journal (weekly)
Bangor Daily News (daily)
Portland Sunday Telegram (Sunday)

Internet Service Providers

There are a number of Internet providers with the local 338 exchange access numbers.

POLICIES

In order to plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development, the town of Searsport has developed the following policies:

1. The town will establish systems for disposal of waste that minimize costs and environmental impact while maximizing recycling.
2. The town will seek public facilities infrastructure grants.

IMPLEMENTATION STRATEGIES

The town will continue to educate its citizen on the importance of recycling through the use of fliers, informational meetings and school programs. Literature on the town's recycling program will be made readily available to residents at the town office, transfer site and other locations.

The town manager, finance director and selectpersons will seek CDBG Public Facilities Infrastructure Grants to expand the town's wastewater collection system and upgrade the water system.

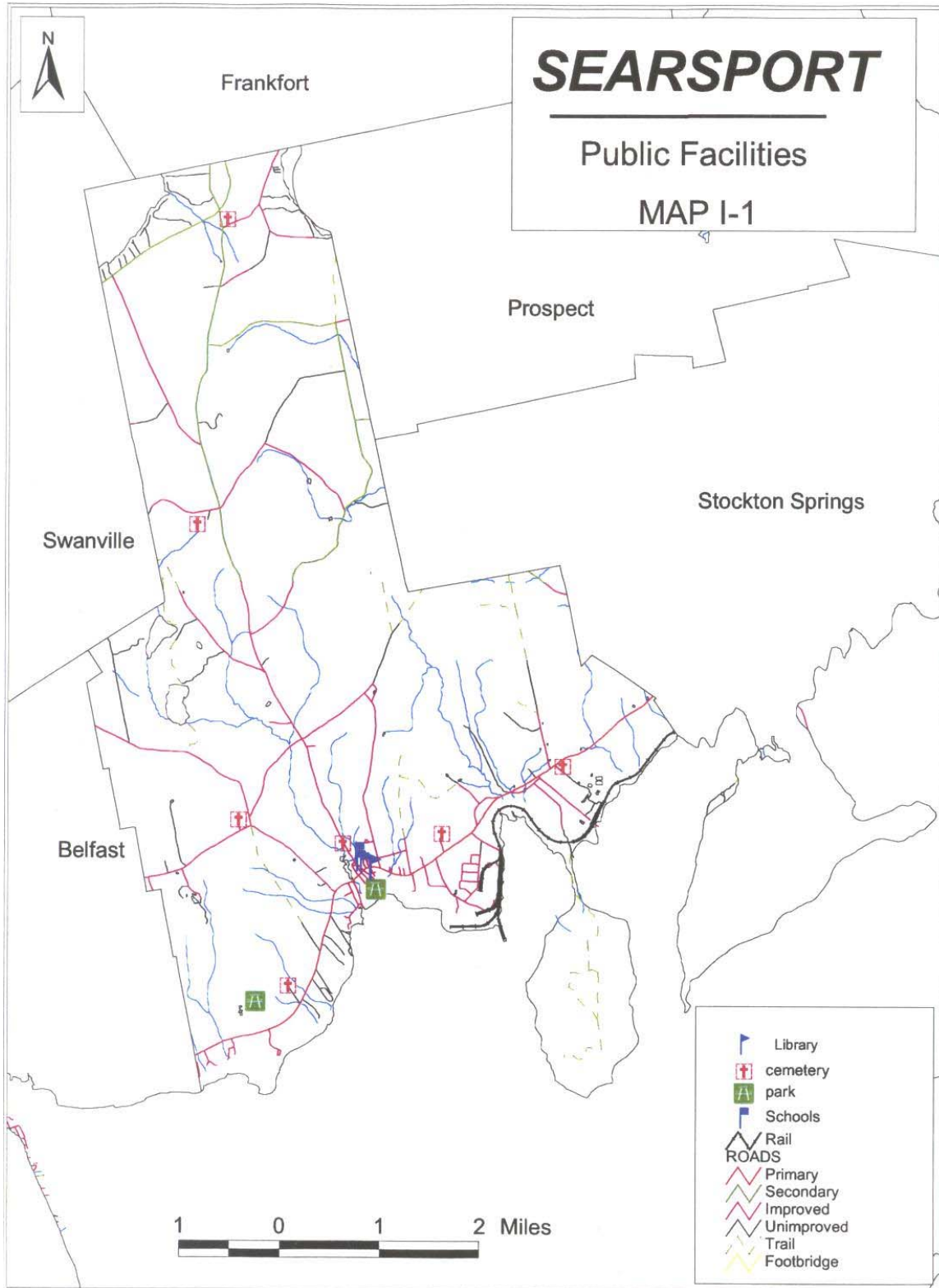
SUMMARY

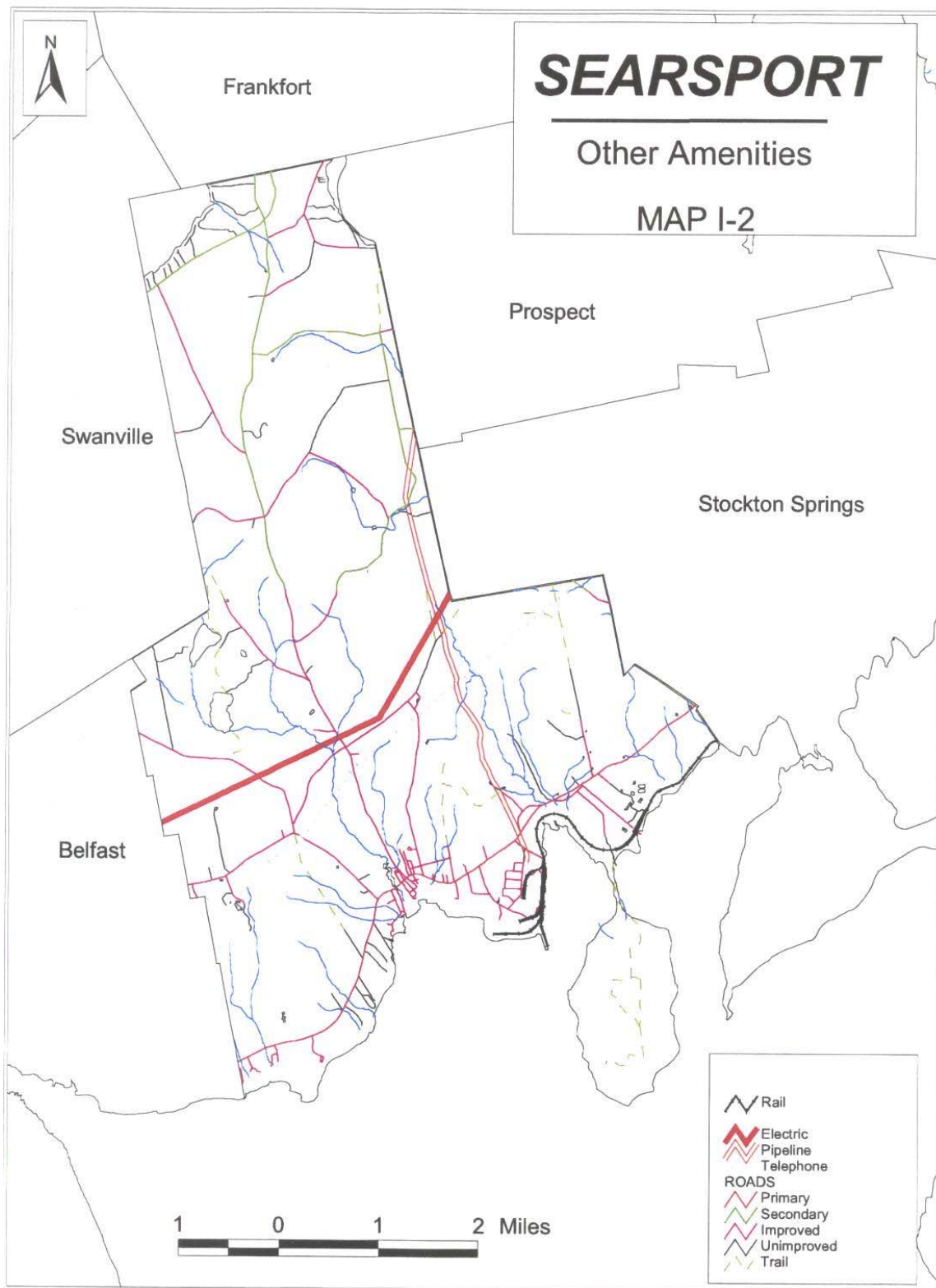
Through proper maintenance and investment, Searsport's public facilities and services have remained in overall good condition. Although the town has not established a formal Capital Improvement Plan as further discussed in the fiscal capacity section, they have provided reserve accounts for many necessary items. Prudent management decisions at the local level have prevented the town from being forced to make large capital investments within one tax year. However, there are issues that do need to be addressed to eliminate possible future repercussions. These issues include promotion of the recycling program, water system upgrades, and connection of some older existing systems to the municipal sewer system.

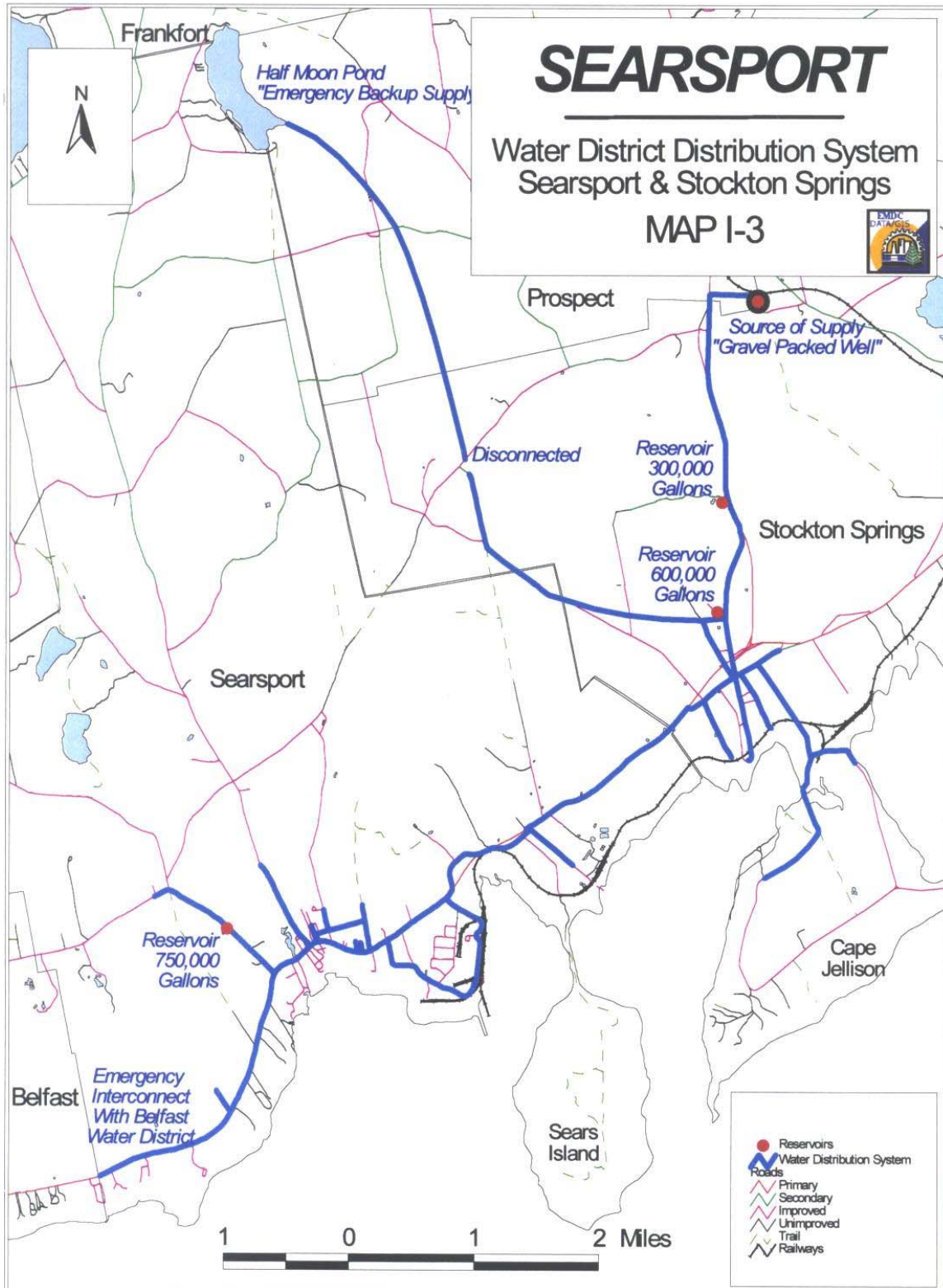
On-going: Existing facilities will continue to be maintained and funded through town monies, grants and fund raising.

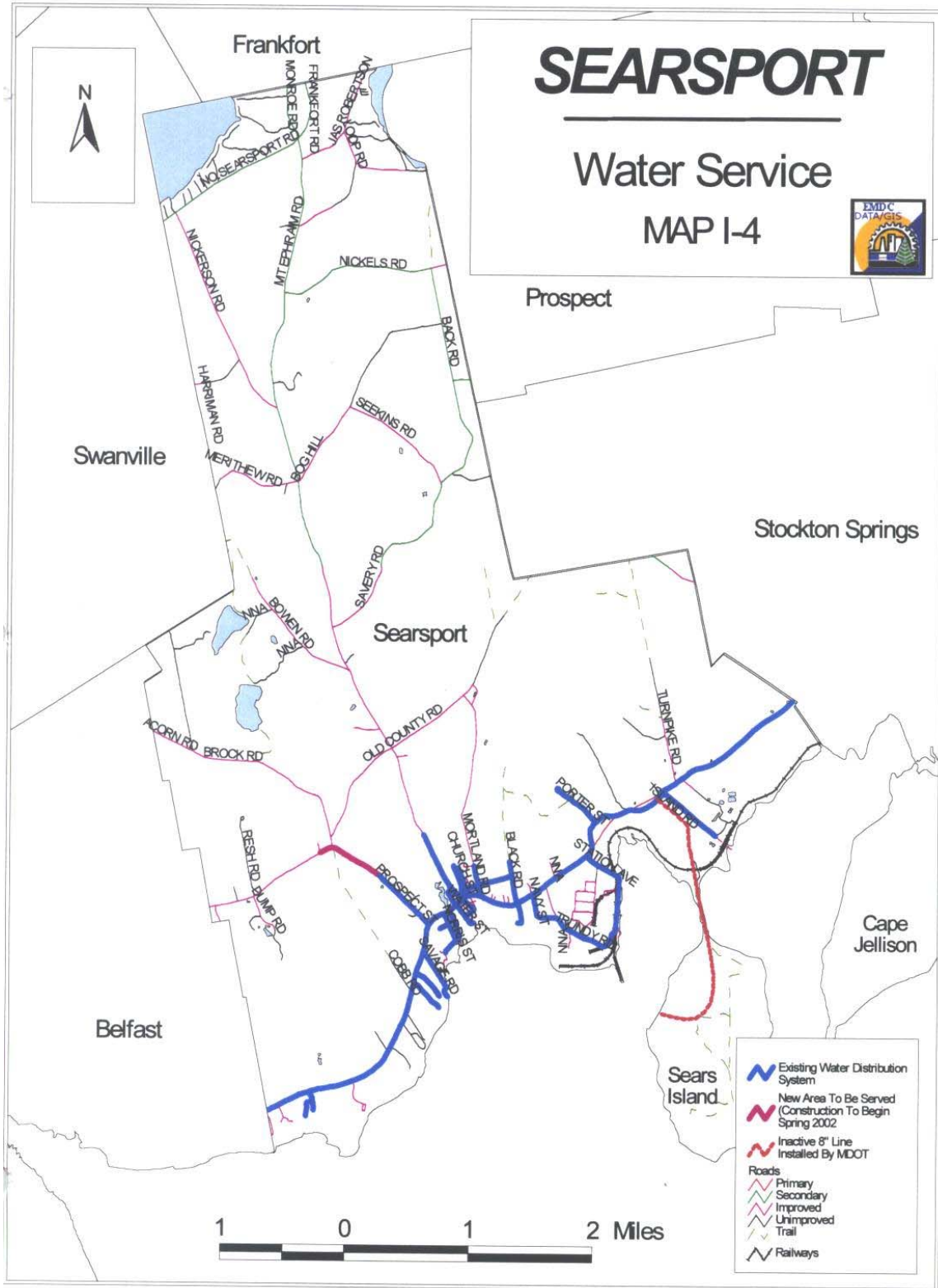
Immediate: *(To be accomplished within two years)*
The town will seek to increase its recycling rate by 25%.

Long-term: *(To be accomplished within five to ten years)*
The town will address future funding needs for replacement items through the Capital Improvement Plan as indicated in the fiscal capacity section.





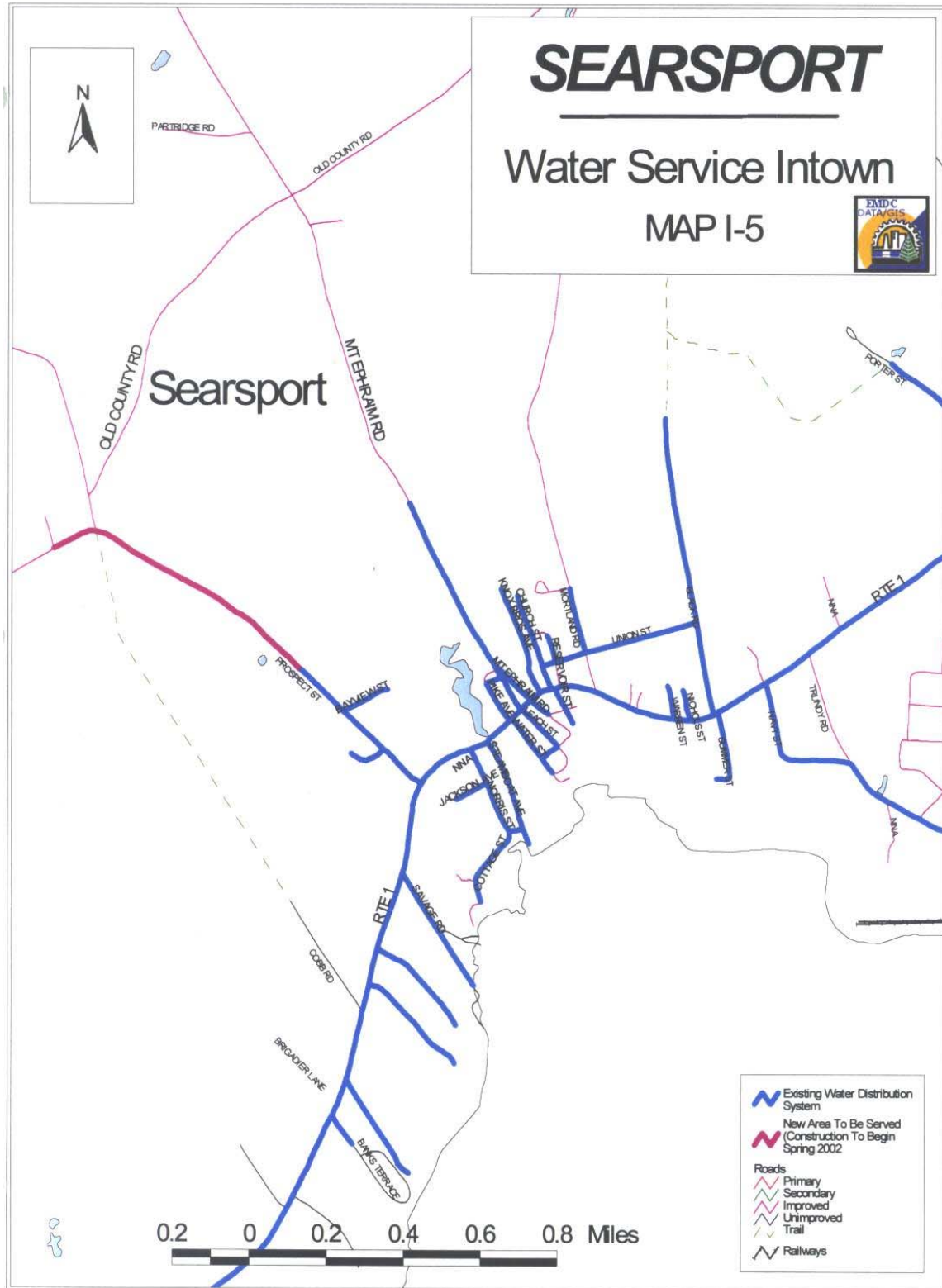
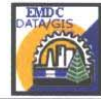


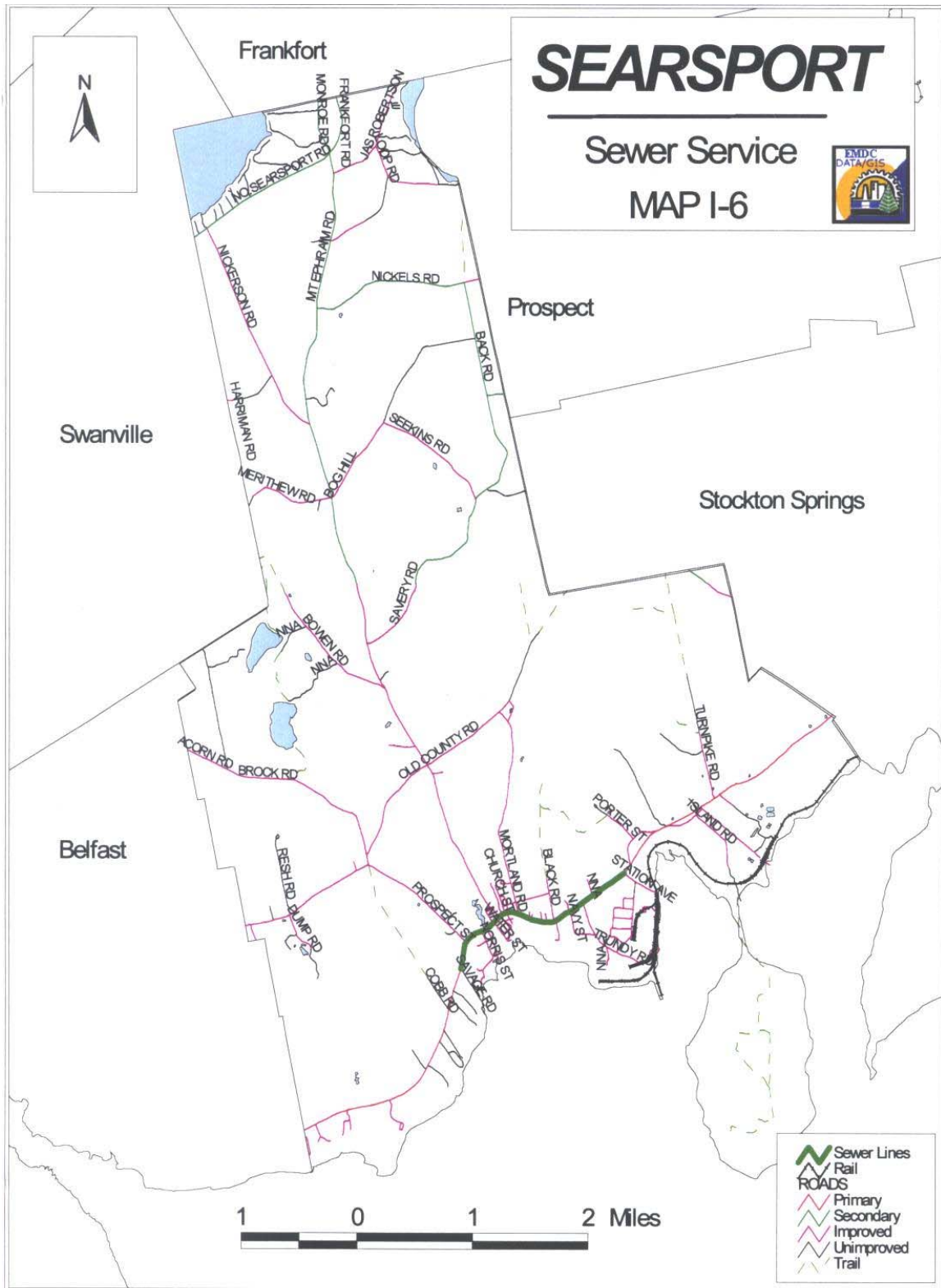


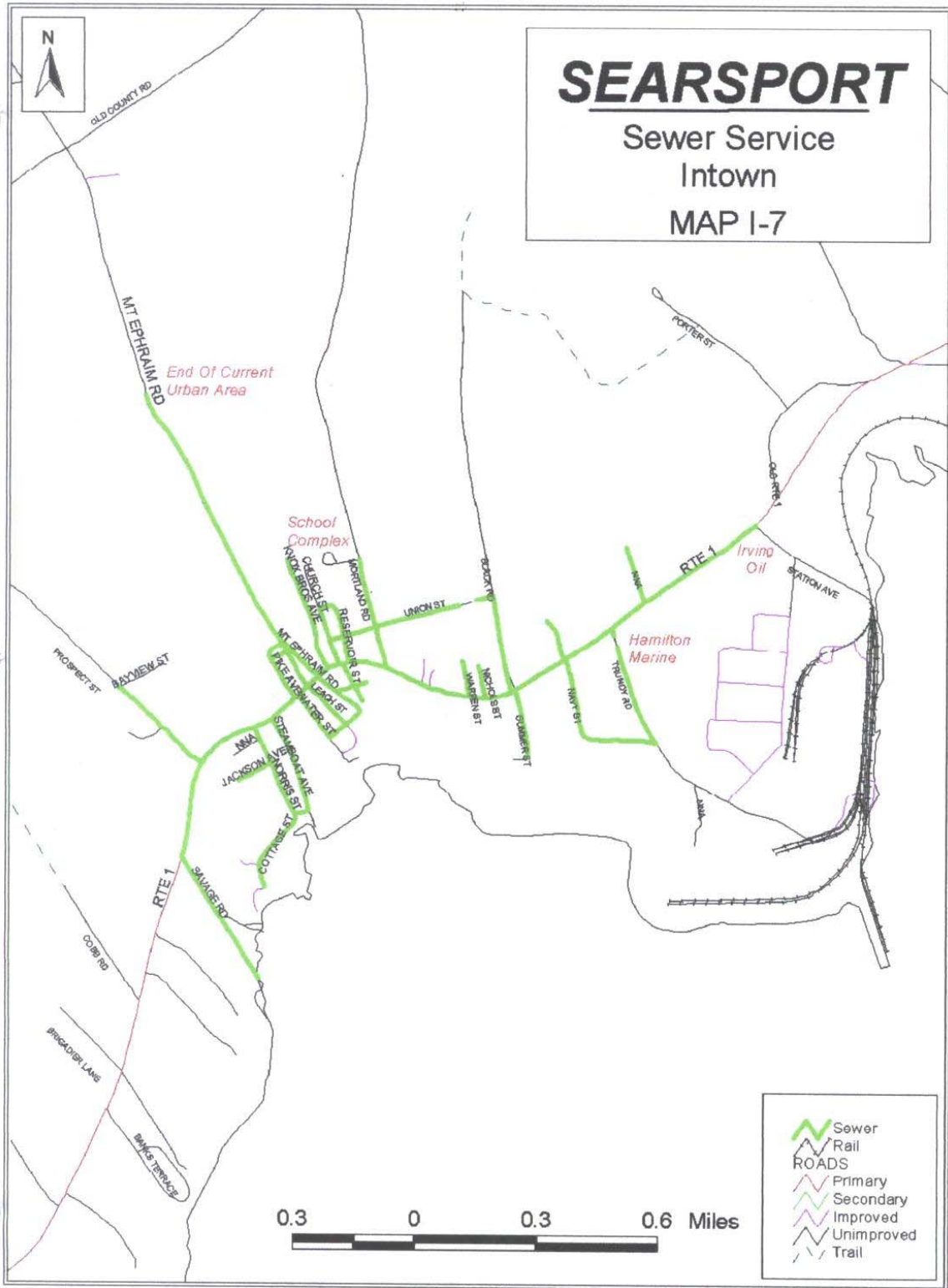
SEARSPORT

Water Service Intown

MAP I-5







INTRODUCTION

The primary funding source for municipal government is through property tax revenues. In order for a municipality to maintain a consistent mil rate year to year, town government must operate in a manner that is fiscally responsible. Large fluctuations in the tax rate can cause public outcry and can also discourage economic development. Stable municipal finances are the fundamental responsibility of town government, although the priorities of the town can change from one election year to another. It is important for Searsport to diligently handle all yearly expenditures while concurrently planning for the town's long-term objectives. As is the case with any business, the physical assets of Searsport must be properly maintained through capital reserve accounts to protect the town's continued economic health.

The goal of this section is to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development without placing an enormous burden on the town's taxpayers.

The majority of the financial information for this section was extracted from town reports or obtained from the local assessing office.

VALUATIONS

As mentioned above, the town's primary revenue source is through the taxation of real and personal property. These taxes are assessed to local property owners according to the fair market value of their property. This assessment is known as the municipal or town valuation and is determined by the local tax assessor.

According to the town report, Searsport's total real and personal property valuation was \$105,151,660 in 1994 and has risen to \$ 115,662,910 in 1999. This is a 10% increase approximately.

In 1999, the town's top five taxpayers in order from highest to lowest were:

Name	Tax Amount
1. Sprague Energy	\$126,890
2. Irving Oil Corp.	\$ 88,541
3. Bangor and Aroostook Railroad	\$ 73,734
4. Central Maine Power	\$ 57,992
5. General Alum and Chemical	\$ 43,000

State law provides for tax exemptions for certain types of property, such as: charitable and benevolent, religious, literary and scientific, and governmental. Generally, the previously mentioned properties would be totally non-taxable by exemption. Partial exemptions also exist for veterans of foreign wars or their widows that have not re-married; individuals who are legally blind and homestead exemptions for the homeowner's primary residence. The state does provide some reimbursement to the municipalities for veteran and homestead exemptions. However, in many communities the number of exempt properties is increasing which decreases the municipal tax base. Since exemptions are established by statute, the town has virtually no choice but to grant an applicable exemption. Often, in such a case as a real estate transfer to a

tax-exempt organization, the town has little notice that the property will seek exempt status and then the town must deal with the impact on the upcoming budget. As the amount of these exemptions increases, it becomes very difficult for the community to maintain a constant tax rate.

The State of Maine also places a total valuation on the town. This value is known as the State Valuation. Every year all arms length sales that have occurred in that community are reviewed by Maine Revenue Services Property Tax Division. (An arms length sale is a sale that occurs between a willing seller and a willing buyer without any extenuating circumstances. Examples of non-arms length sales could be estate sales, interfamily transfers, foreclosure sales and auctions.) These sales are compared to the town's local assessed values to determine the assessment ratio or the percentage of market value that the town is assessing. The state's valuation is used to determine the amount of revenue sharing the town will receive and the portion of the county tax that the municipality will pay.

Although the assessor's records indicate that the town has not had a total town-wide revaluation since 1968, the town's current state certified assessment ratio is 92% of market value. The state indicates that a town should be revalued at least once in every 10-year period. However, they also indicate that a revaluation must be performed when the assessment ratio falls below 70% of market value. Currently, Searsport is preparing to conduct a revaluation in the near future by placing monies in a reserve account to pay for a professional contractor to perform the revaluation.

MIL RATE

After the town's budget has been approved and all applicable state and local revenues are deducted from the approved expenditures, the town arrives at the dollar amount or that will be raised through tax revenues. This amount is called the net commitment or appropriation. The local assessor arrives at a valuation for each taxable property in the town and the taxpayers are assessed their share of the tax burden through a mathematical calculation. The total appropriation is then divided by the total taxable or assessed valuation of the town to arrive at the minimum tax rate. This rate is usually expressed in dollars per thousand-dollars of valuation, or in decimal form, commonly referred to as the mil rate. The difference between the amount that is actually committed to the collector and the total appropriation is called overlay. Overlay is commonly used to pay any tax abatements that are granted during that tax year. Any overlay that remains at the end of the year is usually placed into the general fund. The overlay cannot exceed 5% of the total appropriations. Since the mil rate is a direct result of a mathematical calculation, fluctuations in this rate will occur from year to year if there is a change in the total valuation or the tax commitment.

Using mostly 1997 data, the Maine Municipal Association compiled town statistical information to list all communities in Maine according to tax burden. This summary was titled "Property Tax by Burden" and was listed in order of rank where the number 1 was the highest burden. Searsport is listed as number 24. The following chart shows Waldo County's rankings.

Chart J-1

MUNICIPALITY	1997 BURDEN RANK
Belfast	23
Belmont	192
Brooks	149
Burham	253
Frankfort	213
Freedom	345
Isleboro	190
Jackson	407
Knox	248
Liberty	158
Lincolnton	85
Monroe	255
Montville	206
Morrill	257
Northport	93
Palermo	310
Prospect	284
Searsmont	288
Searsport	24
Stockton Springs	80
Swanville	117
Thomdike	297
Troy	318
Unity	200
Waldo	283
Winterport	166
Source: Maine Municipal Association 1997.	

MUNICIPAL REVENUES AND EXPENDITURES**Revenue**

Chart J-2 below shows the major sources of municipal revenue for calendar years 1994 through 1999. Intergovernmental revenues consist of state park reimbursement, road maintenance funds, tree-growth, veteran and homestead reimbursements. Departmental revenues are dollars received through departmental user fees. Local revenues consist of: general assistance funds, insurance dividends, sale of town property, cemetery funds, harbor master fees, shellfish fees, cable agreement fee and interest on investment. Other financing sources include transfers from other funds, Causeway Bond, interest and municipal revenue sharing.

Overall revenues have increased slightly over the last five years. 1998 shows a substantial increase in the category of intergovernmental revenues and a reduction in the town's total valuation due to the legislature's enactment of the homestead exemption and the manner in which it is reported and reimbursed to the town. This increase in intergovernmental revenues is also due in part to the Federal Emergency Management Agency's ice storm reimbursement funds of approximately \$91,000.

Chart J-2

Searport's Revenues 1994-1999						
Revenue	1994	1995	1996	1997	1998	1999
Property Taxes	2,350,254	2,431,548	2,480,864	2,647,749	2,519,675	2,538,346
Vehicle Excise Tax & Tax Interest	212,259	225,665	251,427	248,279	300,941	309,736
Intergovernmental Revenues	59,132	59,731	52,831	52,846	260,423	179,244
Departmental Revenues	68,742	71,170	79,867	84,752	86,636	84,693
Local Revenues	60,048	73,937	69,150	74,230	93,956	76,571
Other Financing Sources	185,771	205,770	196,988	222,934	238,206	366,660
Total	2,936,206	3,067,821	3,131,127	3,330,790	3,499,837	3,555,250
Source: Searport's Town Reports.						

Expenditures

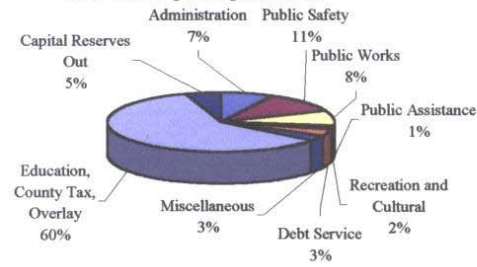
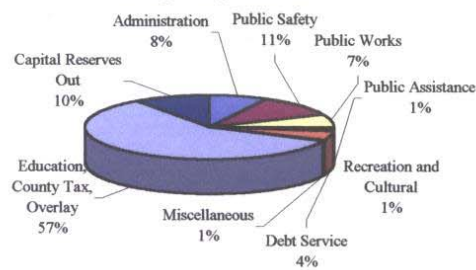
Chart J-3 below illustrates the amount of money expended for each of the major departments within the town of Searsport for calendar years 1994 through 1999.

In 1999, approximately sixty percent (60%) of total expenditures went to education, county tax and overlay as compared to fifty-seven (57%) percent in 1994. The expenditures for town government within this same period have remained consistent, twenty-nine percent (29%) expended in 1999 as compared to twenty-eight percent (28%) in 1994. These percentages are affected yearly, not only by the local budget but also by the amount of state revenue sharing.

It is difficult to predict municipal expenditures for the next ten years. Demands for services, county assessments, valuation, population, and many other factors all enter the very political process of determining expenditures every year.

Chart J-3

MUNICIPAL EXPENDITURES 1994-1999							
MUNICIPAL EXPENDITURES	1994	1995	1996	1997	1998	1999	% CHANGE 1994-1999
Administration	221,264	229,898	231,047	228,049	236,301	264,676	20%
Public Safety	312,449	335,045	358,749	377,469	369,035	391,828	25%
Public Works	193,887	195,906	195,498	215,287	228,590	292,071	50%
Public Assistance	19,308	22,754	34,549	31,869	39,957	20,371	5%
Recreation and Cultural	40,079	50,090	48,193	52,146	53,606	56,623	41%
Debt Service	130,360	172,021	144,761	127,861	124,479	122,359	-6%
Miscellaneous	18,186	35,748	17,327	67,284	98,607	116,068	6.38%
Education, County Tax, Overlay	1,699,289	1,714,589	1,833,589	1,954,157	2,040,250	2,101,355	24%
Capital Reserves Out	296,449	322,476	243,794	243,347	272,540	179,124	-65%
Total	2,931,271	3,078,525	3,107,507	3,297,479	3,463,365	3,544,475	21%
Source: Searsport's Town Reports							

1999 Municipal Expenditures**1994 Municipal Expenditures**

CAPITAL IMPROVEMENT PLAN

The comprehensive plan recognizes planned growth and a diverse mix of land uses within the town as an important aspect of fiscal planning. The primary implementation strategy for the fiscal capacity section is the development of a capital improvement plan (CIP). The purpose of a CIP is to establish a framework for financing needed capital improvements. A CIP guides budgeting and expenditures of tax revenues and identifies needs for which alternative sources of funding such as loans, grants or gifts will be sought. Capital improvements are investments in the repair, renewal, replacement or purchase of capital items. Capital improvements differ from operating expenses or consumables. The expense of consumables is ordinarily budgeted as operations. Capital improvements generally have the following characteristics: they are relatively expensive (usually having an acquisition cost of \$5,000 or more); they usually do not recur annually; they last a long time (usually having a useful life of three or more years); and they result in fixed assets. Capital items can include equipment and machinery, buildings, real property, utilities and long term contracts and are funded through the establishment of financial reserves.

Capital improvements are prioritized each year in the budget process based on the availability of funds and the political will of the community. A complete CIP describes expected yearly investment and allows for both changes in priorities and reduction of available funds. The CIP is intended to prevent an unavoidable capital improvement from occurring in a single fiscal year. The unexpected purchase of a sizeable improvement can overburden the tax rate and cause large fluctuations in tax bills from year to year.

A CIP attempts to illustrate all expected capital improvements over a number of years. The longer the useful life of a capital item, the lower the annual provision for its eventual improvement. It is important that capital improvements be financially provided for each fiscal year, minimizing later expense.

For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. The town is currently in the process of developing a complete capital improvement plan that will provide for a yearly allocation of available and applicable funds. Each year any necessary changes will be made to the CIP and it will be included in the annual budget. Each year the Budget Committee will review the funding requests and make a recommendation for town meeting review.

The capital improvements identified below were assigned a priority based on the listed rating system. Logically, "A" improvement would be implemented prior to "B" and so on. A lower priority item may be funded ahead of schedule if higher priority items have already been funded or are prohibitively expensive, or if other sources of revenue (such as donated funds) become available. In order to fund some capital improvements projects, it may be necessary to begin to identify funding sources and set aside funds in advance of the projected time of funding.

Section J**Fiscal Capacity**

A - Immediate need. A capital improvement rated in this category would typically remedy a danger to public health, safety and welfare.

B - Necessary, to be accomplished within two to five years. A capital improvement rated in this category would typically correct deficiencies in an existing facility or service.

C - Future improvement or replacement, to be accomplished within five to ten years. A capital improvement rated in this category would be desirable but is of no urgency. Funding would be flexible and there would be no immediate problem.

D - Desirable, but not necessarily feasible within the ten year time frame of the current plan.

Projects previously mentioned and identified throughout this comprehensive plan and existing reserve accounts are the basis for this capital improvement plan and have been incorporated into the table below.

The following table is based on information as of the start of 2001 budget process. These figures are rough estimates of anticipated costs subject to review by the town's voters.

CAPITAL IMPROVEMENT PLAN					
DEPARTMENT	ITEM	COST	PRIORITY	RESPONSIBLE PARTY(ies)	FUNDING SOURCES
School Dept.	School Renovations	Figures Not Available	B	School Superintendent	Local Taxes Grants/Bonds
General Government	Revaluation	\$ 25,500* \$125,000	B	Assessor	Local Taxes
General Government	Union Hall	\$ 20,000* \$ 50,000	C	Selectpersons Union Hall Committee	Local Taxes State Grant
General Government	Building Repair	\$ 5,100* \$ 20,000*	C	Selectpersons	Local Taxes
General Government	Wharf	\$200,000	C	Harbor Master	Local Taxes State Grant
General Government	Library Capital Reserve	\$ 4,000*	C	Library Trustees	Local Taxes
General Government	Property Acquisition for Parking Downtown	\$ 50,000 \$ 71,000*	D	Selectpersons	Local Taxes State Grant
Public Safety	Ambulance	\$ 100,000 \$100,000	B	Ambulance Director	Local Taxes Revenues
Public Safety	Police Cruiser	\$ 24,000* \$ 29,000	B	Police Chief	Local Taxes
Public Safety	Public Safety Buildings	\$ 25,000*	B	Public Safety Directors	Local Taxes
Public Safety	Fire Department Equipment	\$ 75,000* \$180,000	C	Fire Chief	Local Taxes
Public Works	Public Works Equipment	\$ 21,400*	C	Public Works Foreman	Local Taxes
Public Works	Road Maintenance	\$175,000*	B	Public Works Foreman	Local Taxes State

Section J**Fiscal Capacity**

DEPARTMENT	ITEM	COST	PRIORITY	RESPONSIBLE PARTY(ies)	FUNDING SOURCES
Public Works	Transfer Station	\$ 80,000* \$100,000	B	Public Works Foreman	Local Taxes Revenues/State
Public Works	Cemetery Equipment	\$ 500* \$ 5,000	C	Public Works Foreman	Local Taxes
Public Works	Sidewalk Repair	\$ 24,000* \$ 50,000	B	Public Works Foreman	Local Taxes State Grant
Public Works	Treatment Plant	\$ 45,000* \$110,000	B	Plant Chief Operator	Local Taxes User Fees
Public Works	Sewer Extension	\$ 200,000	D	Town Manager	Local Taxes State Grant
Cultural and Recreation	Community Center	\$500,000	D	Recreation Director	Local Taxes State Grant
Cultural and Recreation	Community Pool	\$100,000	D	Recreation Director	Local Taxes State Grant
Cultural and Recreation	Maintenance on Existing Facilities	\$ 5,000	B	Park Association Recreation Director	Local Taxes Revenues

Current Reserve Balance, any second figure noted represents a total estimated cost. No second figure indicates on going or future repairs, renovations, expansions or replacement. For the purpose of this plan, the total costs have been recognized with an indication of the expected time frame for each item that is desired based on priority ratings. The town is currently in the process of developing a complete capital improvement plan that will provide for a yearly allocation of available and applicable funds. State approved cost estimates are not currently available for the school construction/renovation project.

POLICIES

In order to plan for, finance, and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development the town has developed the following policies:

1. The town will develop a capital improvement plan.
2. The town will continue to actively encourage economic development to accelerate growth of the tax base.
3. The town will continue to provide the most efficient and cost effective operation and finance of existing and future facilities and services.

IMPLEMENTATION STRATEGIES

The selectpersons will formalize a capital improvement plan that will provide for a yearly allocation of available and applicable funds. Each year any necessary changes will be made to the CIP and it will be included in the annual budget. The Budget Committee will review the funding requests yearly and make a recommendation for town meeting review. This process will promote an efficient and cost effective methodology for financing and operating the existing and future facilities of the town.

The Economic Development Committee, town manager and selectpersons will continue to actively encourage responsible economic development as outlined in the employment and economy section of this plan through the use of the future land use ordinance.

SUMMARY

As indicated by the figures, Searsport has been doing very well in managing its finances over the last five years and the mil rate has remained within a consistent range. In the past, the town has been responsible in its budgeting for capital improvements through the use of a CIP. The town has CIP accounts for the following items: ambulance, major road maintenance, public safety building, police cruiser, Union Hall (town office and second floor), dredging, transfer station, wharf, sidewalk repair and the treatment plant including pump stations and sewer lines. Four new reserve accounts were approved at town meeting this year and they are as follows: a property revaluation account, a building repair account, a library capital reserve and a cemetery equipment account.

On-going: The Economic Development Committee, town manager and selectpersons will continue to actively encourage economic development as outlined in the employment and economy section of this plan.

Immediate: *(To be accomplished within two years)*

The selectpersons will prepare a complete capital improvement plan.

The selectpersons and Economic Development Committee (EDC) will continue to apply for funds to improve public facilities and services.

LAND USE

The land use section of this plan is based on the information found in the inventory and analysis of the comprehensive plan. Although the land use plan is shaped by the policies developed in each section, consideration is given to the existing land use patterns and the expected future land use needs. Existing land use patterns are reviewed and efforts are made to minimize non-conforming uses within each proposed zone.

Growth management legislation requires the creation of growth and rural zones. The designation of growth zones is intended to direct development to areas most suitable for such growth and away from areas where growth and development would be incompatible with the protection of rural resources. Based on growth management, growth areas are to be located close to municipal services to minimize the cost to the municipality for the delivery and maintenance of these services. The designation of rural zones is intended to protect agricultural, forest, scenic areas, and other open space land areas from incompatible development and uses.

DEVELOPMENT PRESSURE

Searsport has experienced commercial growth along the Route One corridor, including many home-based businesses that have been established due to the traffic along this busy coastal roadway. Searsport's downtown area is not that different from many other downtowns in Maine and is experiencing some vacant storefronts at this time. This downtown area is the cause of some concern for local government. There is the possibility that the retrofitting of historic structures for added commercial capacity will occur, or that businesses will relocate further away from the downtown area and municipal services.

EXISTING LAND USE PATTERN

Searsport's existing land use patterns are illustrated on the Existing Land Use Map located at the end of this section. Searsport's downtown area is composed of some residential, public and commercial uses. The majority of the downtown area contains small lots and minimal setbacks. The areas northeast and southwest of the village, along Route One are a mixture of commercial, residential and home occupational uses. Sears Island is currently state-owned and undeveloped. The lands northeast and southwest of the entrance to Sears Island contain industrial/marine uses. The remainder of the town is mostly forest, marshes, residence and former farmlands, combined with some businesses and industries.

PAST DEVELOPMENT TRENDS

Historically, Searsport's development consisted of a marine-based economy, such as ship building that existed along the waterfront and agricultural activities that occurred in the rural inland areas. In recent history, the development in Searsport has taken place along the Route One corridor to accommodate the increasing tourist traffic on Maine's coastline. Due to the lack of land use controls, existing development is spreading out from the downtown area of Searsport. Although this sort of growth is the largest development challenge that Searsport faces, it is also an important lifeline for the economic health of the community since the town relies heavily on the service-based economy. Currently the community has uncontrolled growth which could lead to sprawl. Through this plan and the future land use ordinances, the town has undertaken the task of directing growth into the most appropriate areas while minimizing the non-conforming impact on existing uses.

ANTICIPATED FUTURE DEVELOPMENT TRENDS

If the current development trends continue in Searsport without the appropriate zoning regulations, there is the possibility that Searsport will lose not only the character of the community but also its rich historic heritage.

Since 1940, Searsport's population has increased on an average of 10% per decade. Although the 1996 population figures suggest only a modest increase of 4% since 1980, this increase, according to estimates and community opinion will be attributable to an in-migration of older individuals.

Searsport has a number of new constructions occurring each year; however, building notification forms are not required, except in the case of shorelands, site plan review, subdivisions, floodplain or the Half Moon Pond Watershed. Therefore it is difficult to determine the number of structures that are actually being constructed, modified or converted. In 1980, mobile homes accounted for 19% of the single family housing stock while in 1990 this number had risen to 23%. This equates to a 78% increase in the town and is consistent with the state's 80% increase during the same period. Many of these mobile homes are pre-1976 which were manufactured prior to the HUD Standards for Manufactured Housing. According to local opinion, the demand for residential rental properties has also increased recently due to the systematic upgrading of residential properties in nearby communities. This overflow from nearby communities may cause increased rental costs for Searsport's residents. The single family residential home still remains the predominant type of housing unit in Searsport; however, it is expected that conversions and an increased population of young families may result in changes to the stock of older homes.

Some recent commercial development has occurred away from the center of town. Downtown storefronts are vacant at this time for various reasons including: retirements, competition, parking, product choices and mismanagement. Many individuals have opened home occupations to reduce operational costs, supplement their incomes or to create a small business as retirees.

PRESENT LAND USE REGULATIONS

Currently the Town of Searsport has a number of existing land use regulations that are listed below.

Shoreland Zoning Ordinance (Maine *Land Use Laws*, 1992) - Shoreland areas include those areas within 250 feet of the normal high-water line of any great pond, river or saltwater body, within 250 feet of the upland edge of a coastal or freshwater wetland, or within 75 feet of the high-water line of a stream. The purposes of these controls are to further the maintenance of safe and healthful conditions; to prevent and control water pollution; to protect fish spawning grounds, aquatic life, bird and other wildlife habitat; to protect archaeological and historic resources; to protect commercial fishing and maritime industries; to protect freshwater and coastal wetlands; to control building sites, placement of structures and land uses; to conserve shore covers, and visual as well as actual points of access to inland and coastal waters; to conserve natural beauty and open space; and to anticipate and respond to the impacts of development in shoreland areas.

Currently the local Shoreland Zoning Ordinance contains the following districts:

Resource Protection District (RP)

The Resource Protection District includes areas in which development would adversely affect water quality, productive habitat, biological ecosystems, or scenic and natural values. This district shall include the following areas when they occur within the limits of the shoreland zone, exclusive of the Stream Protection District, except that areas which are currently developed and areas which meet the criteria for the Limited Residential, Limited Commercial, General Development, or Commercial Fisheries/Maritime Activities Districts need not be included within the Resource Protection District.

1. Areas within 250 feet, horizontal distance, of the upland edge of freshwater wetlands, salt marshes and salt meadows, and wetlands associated with great ponds and rivers, which are rated "moderate" or "high" value by the Maine Department of Inland Fisheries and Wildlife (MDIF&W) as of January 1, 1973.
2. Flood plains along rivers and flood plains along artificially formed great ponds along rivers, defined by the 100 year flood plain as designated on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps or Flood Hazard Boundary Maps, or the flood of record, or in the absence of these, by soil types identified as recent flood plain soils. This district shall also include 100 year flood plains adjacent to tidal waters as shown on FEMA's Flood Insurance Rate Maps or Flood Hazard Boundary Maps.
3. Areas of two or more contiguous acres with sustained slopes of 20% or greater.
4. Areas of two (2) or more contiguous acres supporting wetland vegetation and hydric soils, which are not part of a freshwater or coastal wetland as defined, and which are not surficially connected to a water body during normal spring high water.
5. Land areas along rivers subject to severe bank erosion, undercutting, or river bed movement and lands adjacent to tidal waters which are subject to severe erosion or mass movement, such as steep coastal bluffs.

Limited Residential District (LR)

The Limited Residential District includes those areas suitable for residential and recreational development. It includes areas other than those in the Resource Protection District, Stream Protection District, General Development District or the Commercial Fisheries/Maritime Activities District, and areas which are used less intensively in the Limited Commercial District.

Halfmoon Pond District (HP)

The Halfmoon Pond District includes those areas immediately adjacent to and within two hundred and fifty (250) feet from the high water line of Halfmoon Pond, which is the principal source of public potable water for Searsport and Stockton Springs. As such, residential dwelling units may not be occupied for more than 180 days in any given year.

General Development District (GD)

The General Development District includes the following types of areas:

1. Areas of two or more contiguous acres devoted to commercial, industrial or intensive recreational activities, or a mix of such activities, including but not limited to the following:
 - a. Areas devoted to manufacturing, fabricating or other industrial activities;
 - b. Areas devoted to wholesaling, warehousing, retail trade and service activities, or other commercial activities; and
 - c. Areas devoted to intensive recreational development.
2. Areas otherwise discernible as having patterns of intensive commercial, industrial or recreational uses.

Commercial Fisheries and Maritime Activities District (CF)

The Commercial Fisheries/Maritime Activities District includes areas where the existing patterns of development are predominately marine, fisheries and water dependant uses. Water dependent uses take into consideration such factors as:

1. Shelter from prevailing winds and waves;
2. Slope of land within 250 feet, horizontal distance, of the high-water line;
3. Depth of water within 150 feet, horizontal distance, of the shoreland;
4. Available support facilities including utilities and transportation facilities; and
5. Compatibility with adjacent upland uses.

Stream Protection District (SP)

The Stream Protection District includes all land areas within seventy-five (75) feet, horizontal distance, of the normal high-water line of a stream, exclusive of those areas within two-hundred and fifty (250) feet, horizontal distance, of the normal high-water line of a great pond, river or saltwater body, or within two hundred and fifty (250) feet, horizontal distance, of the upland edge of a freshwater or coastal wetland. Where a stream and its associated shoreland area is located within two-hundred and fifty (250) feet, horizontal distance, of the above water bodies or wetlands, that land area shall be regulated under the terms of the shoreland district associated with that water body or wetland.

Limited Commercial District (LC)

The Limited Commercial District includes areas of mixed, light commercial and residential uses, exclusive of the Stream Protection District, which should not be developed as intensively as the General Development District. This district includes areas of two or more contiguous acres in size devoted to a mix of residential and low intensity business and commercial uses. Industrial uses are prohibited.

The community has also adopted the following local ordinances/regulations:

Subdivision Regulations – Provides guidance as to procedures and review criteria for subdivisions.

Site Plan Review Ordinance – Provides guidance as to procedure and review criteria for site plans, controls impacts of developments and applies to all new constructions, conversions and alterations except single family and two family residences; and all new businesses.

Floodplain Ordinance - Regulates construction activity in the floodplain areas.

Maine State Plumbing Code - Installation of plumbing fixtures and septic systems must be in accordance with Maine State Law and Subsurface Wastewater Disposal Rules and Regulations.

National Electrical Code - All electrical work in Searsport must be consistent with applicable portions of the National Electrical Code.

NFPA 101 – National Fire Protection Association regulations pertaining to Life Safety, Ingress, Egress and capacity provisions.

Halfmoon Pond Watershed Protection – Also known as the Halfmoon Pond Watershed Protection Ordinance is similar to a Shoreland Zoning Ordinance with additional restrictions for protection of the watershed. The following uses are prohibited: campgrounds; commercial or retail uses; mineral extraction industry; furniture stripping and wood preserving; golf courses;

industrial uses; junkyards; landfills; manufacture, use, storage or disposal of solid waste, hazardous materials; commercial motor vehicle service, repair, storage or salvage; operation of all-terrain vehicles within the Watershed Protection District (without written permission from the water district); operation of gas or diesel equipment on Halfmoon Pond; truck terminals; underground storage of petroleum or hazardous materials; use of chemical pesticides or herbicides; warehouses, storage units; and uses similar to prohibited uses. The Halfmoon Pond Watershed District consists of that watershed area in which surface and subsurface waters ultimately flow or drain into Halfmoon Pond. Agricultural performance standards for this district include: no tilling is allowed within 500 feet of the normal high water mark or within 250 feet of its tributaries; land application of sludge and other process wastes is prohibited in the Watershed Protection District; manure spreading for commercial agriculture is prohibited in the Shoreland Zone, but is permitted in the remaining watershed area if it is carried out in conformance with a Conservation Plan; the use of potash or phosphorous is not permitted in home gardens; animal husbandry and associated manure handling must be carried out in conformance with a Conservation Plan. Provisions regarding runoff, drainage and dry wells; steep slopes; subsurface sewage and graywater disposal; roadway construction; timber harvesting; conversions; and shorefront common areas are included in the existing ordinance.

AREAS UNSUITABLE FOR DEVELOPMENT

There are areas within Searsport that are not suitable for development or areas that require special consideration based on the potential environmental impact as the result of various land use activities. Land use activities within these areas require stricter regulation than in other areas or, in some circumstances, prohibition. These areas include:

Floodplains - These are areas located in the flood prone areas of Searsport. Flooding is frequent and use should be limited to those activities, which are unharmed by flooding, such as agriculture, forest and some types of recreation. It should be noted that the actual floodplain of a stream would usually be more extensive than the areas shown having floodplain soils.

Water Resources/Wetlands - These are areas that fall under the Shoreland Zoning Laws. Development in these areas would be extremely limited if not impossible.

Wildlife Habitat/Conservation - These are areas that would fall under the provisions of the applicable mandated legislation. Development in these areas, if possible, may require review and approval by the pertinent State Agencies.

Unsuitable Soils - These are areas in Searsport that would have limited development because of poor soils. Larger lot sizes would be required in order to meet the requirements of the Maine State Plumbing Laws.

Slope - These are areas within Searsport that have a slope greater than 15 percent. These slopes preclude extensive development because of problems with erosion, runoff, and construction limitation such as allowable road grades, suitability for septic sewage disposal, and stability of foundation. Also, note that the Maine Plumbing Code does not permit septic systems on a slope greater than 25 percent.

PROPOSED LAND USE DISTRICTS

Growth Areas

The purpose of the land use plan and map contained within the comprehensive plan is to identify general areas of appropriate location and size to accommodate anticipated growth and

future development. The proposed land use plan does not endeavor to identify specific parcels or areas needed to accommodate predicted growth and development. Only detailed site-specific analysis can determine land suitable for development and density levels. In addition, the comprehensive plan has not assessed nor will it assess, the individual landowner's desire to sell his/her land for development, to develop it or to leave it undeveloped.

There are ten (10) districts in the growth area: the Historic (H), the Residential 2 (R2), the Residential 3 (R3), the Mixed Residential (MR), Residential (R), the Commercial (C), the Commercial 2 (C2), the Commercial 3 (C3), the Marine (M) and the Industrial (I). The Land Use Districts proposed as growth areas are illustrated on the Proposed Land Use Map at the end of this section.

The land use ordinance for Searsport will also address development concerns with strict performance standards to ensure appropriate development in each district. The schedule of uses will be consistent with current and existing development. Applicable performance standards will be developed for each district within the land use ordinance to address, among others access requirements, parking, landscaping, signage, refuse disposal, off street loading, oil and chemical storage, water quality, landscaping, buffer provisions, as well as design criteria to ensure attractive development for all applicable districts.

The proposed growth area contains approximately 3,200 acres of land (inclusive of lots that have already been developed) to accommodate the future growth of the community. It is anticipated that 156 new housing units will be needed by the year 2010 and it is estimated that this proposed growth area is of sufficient size to accommodate this future growth.

Historic District (H)

Properties currently listed (as of the effective date of the adoption of this plan forward) and registered on the National Register of Historic Places will be included in the Historic District. This District will be designed to acknowledge and ensure the long-term preservation of these historical structures. Development proposals within this district will be subject to the established Historic Preservation Performances Standards that will be incorporated into the future Land Use Ordinance.

Residential 2 District (R2)

The residential 2 district runs along Route 1, separated by commercial and conservation areas. The purpose of this district is to minimize the potential for sprawl and retain the unique character of these sections of the community. A mixture of land use and development activity currently exists including residential, home occupations, retail, and agriculture. New development in this district will be limited to residential development, home occupations and some small-scale, low-impact businesses. The residential 2 district is served by municipal water and will require a minimum lot size of 60,000 square feet. Lots not fronting on Route 1 and therefore not subject to MDOT's Access Management Standards will have a minimum frontage of 100 feet. Lots fronting on Route 1 are subject to frontage that complies with MDOT's Access Management Standards.

Residential 3 District (R3)

The residential 3 district is adjacent to the downtown area. This area is composed of single family detached dwellings, many of which pre-date the 20th Century. In order to maintain the

unique character of this neighborhood, the district will be limited to residential dwellings and home occupations. This area is served by municipal sewer and water and the minimum lot size will be 10,000 square feet.

Mixed Residential District (MR)

The mixed residential district is located in the growth area north of Route 1 and west of the downtown. This area is mostly served by municipal sewer and water. A mixture of land use and development activity currently exists including residential, commercial and light industry. The permitted uses will include single and multi-family dwellings, home occupations, wholesale and retail establishments and light manufacturing facilities. The minimum lot size will be 20,000 square feet.

Residential District (R)

The residential district is located north and south of Route One and in the northern part of the community that encompasses existing development; it is intended also to provide areas for residential growth housing needs. The permitted uses will include single family, two family and multi family housing dwellings, home occupations, modular single family housing, bed-and-breakfast facilities, mobile home parks and low-impact, small scale retail operations. The minimum lot size will be 10,000 square feet for areas serviced by municipal sewer and water, and 20,000 square feet for areas not serviced by municipal sewer and/or water. Growth in North Searsport within the Swan Lake and Halfmoon Pond Watersheds will be subject to strict controls to minimize phosphorus runoff.

Commercial District (C)

The commercial district is conveniently located with respect to transportation and municipal water and sewer. The shape and size of the commercial district is designed to prevent dense commercial development sprawl along Route One, therefore inhibiting strip development. The district encourages development of commercial uses while planned carefully to avoid conflict with residential and other uses. The land use ordinance will permit uses such as commercial, public and semi-public, retail sale, restaurants, technical and repair services. The minimum lot size will be 5,000 square feet for areas serviced by municipal sewer and water and 20,000 square feet for areas not serviced by municipal sewer and/or water. Appropriate performance standards will be developed within the land use ordinance to ensure continued commercial development within the community.

Commercial 2 District (C2)

This district is located on Route 1 to the east of the downtown commercial district, separated by a residential buffer on both sides, in order to accommodate the present and future needs of an existing commercial area. This district encourages development of commercial uses defined by performance standards that will prevent overdevelopment and sprawl. The minimum lot size will be 60,000 square feet with road frontage dimensions consistent with MDOT's Access Management Standards.

Commercial 3 District (C3)

This district is located on Route 1 to the west of the downtown commercial district, separated by a residential buffer on both sides. It differs from C2 only in the permitted uses for future development. Performance standards will prevent overdevelopment and sprawl. The minimum lot size will be 60,000 square feet with road frontage dimensions consistent with MDOT's Access Management Standards.

Industrial District (I)

The industrial district is situated below Route One at the north end of Sears Island. The industrial district will be established to accommodate industrial and large commercial development. Uses within this district will be identified as either permitted or prohibited because of their potential impact on the community. The permitted use will include light industry, manufacturing, warehousing, storage, wholesaling, and similar uses of equivalent impact. The minimum lot size will be 3 acres.

Marine (M)

The marine district is located on Sears Island and encompasses areas beyond the shoreland zone. The marine district will be established to accommodate marine and commercial marine related activities. The Shoreland Zone within this area will be defined by and consistent with Commercial Fisheries/Maritime Activities as described in Section 14 Table of Land Uses from Searsport's Shoreland Zoning Ordinance. The purpose of this district is to protect such activities from non-compatible uses while promoting public access to surface waters. The permitted uses will include marinas, marine related services, boat storage facilities, yacht clubs, shellfish sales, boat charters, excursions, piers, docks, wharves, museums, aquariums, restaurants, temporary lodgings and conference center. The minimum lot sizes will be one (1) acre

Rural Areas

The Rural Districts consist of those areas that Searsport intends to protect such as agricultural land, forested land, scenic areas, and open space land uses where development would be incompatible, and the state park. The land use districts proposed in the rural areas is shown on the Proposed Land Use Map at the end of this section.

Rural Agricultural District (RA)

The purpose of this district is to maintain the rural character of the town, to protect agricultural and forestry uses, to provide open spaces and provide for single family residential dwellings with larger lot sizes. The minimum lot size will be 3 acres. Frontage requirements will be 200 feet to maintain the rural character of the town. Commercial development of agricultural and commercial forestry operations will be permitted, as well as limited business use. Development regulations should encourage residential development to occur on existing or newly constructed roads. Cluster development will be highly encouraged within this district. All subdivision development proposals within this district will be required to submit a cluster plan, as well as a conventional plan for the Planning Board's consideration. Cluster housing provisions will be included within the Land Use Ordinance, which will encourage the preservation of rural land areas.

Conservation District (CD)

The conservation district is an area of land currently owned by the State of Maine and designated as a state park. The uses within this district are regulated by the State of Maine.

Halfmoon Pond Watershed District (HPD)

The Halfmoon Pond Watershed District includes areas already included in the town's existing Halfmoon Pond Watershed Protection Ordinance that is further defined as that watershed area that flows or drains into Halfmoon Pond. The purpose of this district is to protect the town's

water supply and to prevent further deterioration of the ponds water quality. Allowed uses and activities will be consistent with the existing schedule of uses.

GENERAL RECOMMENDATIONS FOR DEVELOPMENT OF ZONING ORDINANCE AND LAND USE PERFORMANCE STANDARDS

The following recommendations for Searsport's Land Use Ordinance, when developed, will be consistent with the intent of this comprehensive plan. The policies are detailed below:

Several items must be considered prior to addressing specific issues for Searsport's Land Use Ordinance. During preparation of the ordinance, land use regulations should be kept to the minimum necessary to achieve the goals of the comprehensive plan and to reduce the number of non-conforming properties. It is not the intent of the Comprehensive Planning Committee to impose burdensome requirements on the everyday activities of the town's residents or to create costly enforcement issues for town government. The ultimate goal of growth management is to regulate land use development to the extent necessary to protect natural resources, property values, and public safety. The imposed regulations should not make the town's residents feel that they have lost their freedom as landowners and, therefore, over-regulation must be avoided. In particular, land use regulations should not be so restrictive that they have negative impacts on existing land use practices.

Regarding the creation and updating of various ordinances, there are some general guidelines that should be followed. In ordinances, specific standards and clear definitions are needed because all ordinances must meet the minimum standards as set forth by state law. In addition, it is very important that land use ordinances be consistent with the recommendations of the comprehensive plan. The comprehensive plan provides the legal basis for enacting the ordinances, and their consistency with the plans, goals, and policies will be a major consideration in the event that the ordinances are subject to a legal challenge.

The Town of Searsport has identified several specific needs and concerns that will be addressed in the land use ordinance. The land use ordinance will: (1) create a user-friendly application and permitting process; (2) assign more responsibility to code enforcement for review and approval; and (3) develop clear and consistent guidelines for obtaining approval.

LAND USE ORDINANCE PERFORMANCE STANDARDS

The Land Use Ordinance of the Town of Searsport will be developed consistent with the identified needs of the town. In order to protect and preserve natural resources, property values, public safety, health and welfare, provide for affordable housing and ensure the proper future development of the town, the following performance standard topic areas will be developed and included within the town's land use ordinance:

Access Requirements - Standards will be developed which will minimize the creation of strip development within the community.

Agriculture - Standards will be developed which will minimize soil erosion to avoid sedimentation, non-point source pollution, and the phosphorus levels of Searsport's water bodies.

Buffer Provisions - Standards will be developed to minimize the negative impacts of inconsistent development, and to protect Searsport's water resources.

Conversion - Standards will be developed which will regulate the conversion of existing structures into multi-family dwellings ensuring the safety, health and welfare of Searsport citizens.

Home Occupation - Standards will be developed by which home occupations may be established minimizing their impact on existing neighborhoods.

Industrial Performance Standards - Standards will be developed which will ensure appropriate industrial development within designated areas of the community.

Manufactured housing - Standards will be developed to ensure the safety, health and welfare of mobile home occupants and mobile home owners regardless of the date manufactured.

Mobile Home Park - Standards will be developed regarding the placement and design of mobile home parks within the town.

Off Street Loading - Standards will be developed to minimize traffic congestion associated with commercial development.

Oil and Chemical Storage - Standards will be developed regarding the storage of combustible materials that are compatible with state and federal regulations

Parking Requirements - Parking space provisions will be created within the performance standards that will regulate the number of parking spaces to be provided depending upon the type of development proposed.

Pesticide Application - Standards will be developed to protect the public from dangers associated with pesticides.

Refuse Disposal - Standards will be developed regarding the disposal of solid and liquid wastes.

Sedimentation and Erosion - Standards will be developed (town-wide) so to minimize the volume of surface water runoff during and after development.

Signs - Standards will be developed regarding the placement of signs, sign size, and sign type.

Soils - Standards will be developed to ensure that development occurs on appropriate soils.

Storage Materials - Standards will be developed that will encourage the orderly storage of material in residential areas to promote and preserve the character of the neighborhoods.

Topsoil and Vegetation Removal - Standards will be developed to prevent soil erosion and destruction of topsoil during construction.

OTHER CONSIDERATIONS

The planning board, code enforcement officer, board of appeal and board of selectpersons will annually review the land use ordinance, shoreland zoning ordinance, subdivision regulation, mobile home park ordinance and floodplain management ordinance to ensure that there are no changes required. In reviewing these regulations, the planning board and code enforcement officer will consider whether or not there have been any changes in the minimum requirements of state or federal laws that would require local amendment of the land use regulations.

In order to educate residents on local land use ordinances, a list of all local ordinances and when they are applicable should be developed and made available to the public at the town office. An attempt should be made to notify and involve all citizens in the development and amendment of local ordinances.

ENFORCEMENT

The value of any ordinance is dependent on how well it is enforced. In order to achieve better enforcement, two issues are of importance: (1) the education of residents as to the requirements of local and state regulations, and (2) providing for adequate hours for the code enforcement officer to ensure that compliance is taking place. The key to adequate and successful enforcement is providing the code enforcement officer with the proper legal language and definitions within the land use ordinance. The success of any ordinance depends on the ability of the code enforcement officer to enforce the ordinance and support of the code enforcement department by management and elected officials.

REGIONAL COORDINATION

Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town. As indicated in the natural resources section of the plan, the town should attempt to develop compatible resource protection standards with nearby towns.

COMMUNITY BENEFITS

Comprehensive planning demonstrates the importance of land use standards for Searsport. Preserving and protecting the character of the town is vital to the continued stabilization of the local economy. Consistent with the provisions of the Growth Management Legislation, Searsport's Comprehensive Planning Committee has attempted not only to recognize the value of surface water access and land use standards, but also to preserve and protect the integrity of the town and to continue to make Searsport a great place to live, work and vacation.

POLICIES

In order to provide the basis for future land use controls the town has developed the following policies:

1. Ensure that the land use ordinance is consistent with the comprehensive plan.
2. Develop necessary land use regulations as deemed appropriate by the will of the voters.
3. Consider shared land use standards with neighboring communities.

IMPLEMENTATION STRATEGIES

The Comprehensive Planning Committee will develop a Land Use Ordinance consistent with the goals and guidelines of this Comprehensive Plan. The Comprehensive Planning Committee

together with the Planning Board and selectpersons will regularly review and update the existing ordinances to ensure their consistency with state and federal laws, local needs and the intent of the comprehensive plan.

When development, planning initiatives or changes in land use ordinances impacts neighboring communities, that information will be provided to them by the town manager.

SUMMARY

The Town of Searsport is a coastal community rich with seafaring history. The town is, at the present time, not feeling the development pressure that some of their neighbors are and have been experiencing. The town has taken upon itself to plan for its future. The proposed Land Use Plan is intended to protect the town's character and to direct residential, commercial and industrial activities to appropriate areas while growing a diverse tax base.

Ongoing: The Comprehensive Planning Committee will monitor the effectiveness of the plan and the degree of its implementation.

Immediate: *(To be accomplished within two years)*
The Comprehensive Planning Committee, with close cooperation of the Planning Board will develop a Land Use Ordinance consistent with the goals and guidelines of this Comprehensive Plan.

Long-term: *(To be accomplished in the next five to ten years)*
The Comprehensive Planning Committee, Planning Board and selectpersons will update the existing ordinances to ensure their consistency with state and federal laws and the local needs.

This is a true and attested copy by: Deborah Plourde
Deborah Plourde, Town Clerk

Enacted at Town of Searsport Annual Town Meeting dated March 7, 2009